



# Encyclopaedic Chronicle

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## New York Central

Steam Locomotive Roster

February 25, 2021



# ***FULLER'S***

## *Encyclopaedic Chronicle*

### *New York Central Lines*

Steam Locomotive Roster

February 25, 2021

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*by the grace of Almighty God*

*All updates and corrections to information should be forwarded to the above address.*

## **New York Central** Steam locomotive roster

Last edit February 25, 2021

“Albion” #165

John Brandt 1854

17x20-72” 50,000

Rochester, Buffalo & New York

to New York Central Railroad #165 “Albion”

R55

“Reindeer” #154

John Brandt 1854

17x20-72” 50,000

Rochester, Buffalo & New York

to New York Central Railroad #154 “Reindeer”

R55

4

Blackburn

16x26-54” 52,000lb.

Rochester & Syracuse Railroad

to New York Central Railroad #4

R61

5 4-4-0

Schenectady March 1862 #253

4-4-0 16x22-60”

New York Central #5

ACI, R188

9 0-6-0T

Schenectady 1893 #4030

0-6-0T steam dummy

New York Central #9

1923 to New York Central (New York Central) B-8 #1903 (2<sup>nd</sup>)

February 1924 retired from service

BAX

15

Schenectady May 1861 #241

16x24-60”

New York Central #15

ACI

23

Schenectady August 1857 #195

New York Central #23

ACI

23 4-4-0

Schenectady September 1865 #394

4-4-0 16x24-66”

New York Central #23

R188

25 4-4-0

Schenectady 1853 #38

4-4-0

New York Central #25

1877 to New York Central (New York Central & Hudson River) #461 (1<sup>st</sup>)

December 1880 scrapped

BAX

26 4-4-0

Schenectady 1852 #8

4-4-0

New York Central #26

1877 to New York Central (New York Central & Hudson River) #462 (1<sup>st</sup>)

pre-1878 retired from service

BAX

27 4-4-0

Schenectady 1852 #9

4-4-0

New York Central #27

1874 rebuilt

78” drivers

1877 to New York Central #463 (1<sup>st</sup>)

August 1884 scrapped

BAX

28 4-4-0

Schenectady 1853 #29

4-4-0

New York Central #28

1877 to New York Central (New York Central & Hudson River) #464 (1<sup>st</sup>)

November 1886 scrapped

BAX

29 4-4-0  
Schenectady 1853 #30  
4-4-0  
New York Central #29  
1877 to New York Central (New York Central & Hudson River) #465 (1<sup>st</sup>)  
May 1882 sold  
BAX

30 4-4-0  
Schenectady 1853 #42  
4-4-0  
New York Central #30  
1872 rebuilt  
66" drivers  
1877 to New York Central (New York Central & Hudson River) #466 (1<sup>st</sup>)  
October 1889 scrapped  
BAX

31 4-4-0  
Schenectady 1853 #44  
4-4-0  
New York Central #31  
1873 rebuilt  
1877 to New York Central (New York Central & Hudson River) #467 (1<sup>st</sup>)  
December 1889 scrapped  
BAX

32 4-4-0  
Schenectady 1853 #43  
4-4-0  
New York Central #32  
1877 to New York Central (New York Central & Hudson River) #468 (1<sup>st</sup>)  
December 1880 scrapped  
BAX

33 4-4-0  
Schenectady 1853 #56  
4-4-0  
New York Central #33  
1871 rebuilt  
66" drivers  
1877 to New York Central (New York Central & Hudson River) #469 (1<sup>st</sup>)  
1889 to New York Central #723  
BAX

34 4-4-0  
Schenectady 1853 #57  
4-4-0  
New York Central #34  
1872 rebuilt  
60" drivers  
1877 to New York Central (New York Central & Hudson River) #470 (1<sup>st</sup>)  
1890 to New York Central #234  
BAX

40 4-4-0  
Schenectady February 1854 #69  
4-4-0 16x22-66"  
New York Central #40  
R188

43 4-4-0  
Schenectady 1853 #36  
4-4-0  
New York Central #43  
1877 to New York Central (New York Central & Hudson River) #479 (1<sup>st</sup>)  
rebuilt  
54" drivers  
May 1882 sold  
BAX

43 (5<sup>th</sup>) 0-4-0T  
Brooks 1880 #466  
0-4-0T  
New York & Northern #8  
January 1894 to New York Central (New York Central & Hudson River)  
#43 (5<sup>th</sup>)  
August 1899 scrapped  
BAX

45 4-4-0  
Schenectady February 1854 #70  
4-4-0 16x22-66"  
New York Central #45  
R188

46 4-4-0  
Schenectady February 1854 #71  
4-4-0 16x22-66"  
New York Central #46  
R188

47 4-4-0  
Schenectady February 1854 #72  
4-4-0 16x22-66"  
New York Central #47  
R188

48 4-4-0  
Schenectady 1853 #47  
4-4-0  
New York Central #48  
1877 to New York Central (New York Central & Hudson River) #484 (1<sup>st</sup>)  
September 1879 scrapped  
BAX

48 4-4-0  
Schenectady March 1854 #73  
4-4-0 14x22-66"  
New York Central #48  
R188

48 2-8-2 H-10a  
Lima Locomotive Works March 1923 #6414 1038-58  
2-8-2 28x30-63 Standard gauge 15000 gal 18 ton coal 168T  
New York Central H-10a #48  
to New York Central #2148  
May 1950 to Pittsburgh & Lake Erie #213  
KUN

49 4-4-0  
Schenectady April 1854 #77  
4-4-0 16x22-72"  
New York Central #49  
R188

49 2-8-2 H-10a  
Lima Locomotive Works April 1923 #6415 1038-59  
2-8-2 28x30-63 Standard gauge 15000 gal. 24 ton coal 168T  
New York Central H-10a #49  
to New York Central #2149  
KUN

50 2-8-2 H-10a  
Lima Locomotive Works April 1923 #6416 1038-60  
2-8-2 Standard gauge 28x30-63 15000 gal. 18 ton coal 168T  
New York Central H-10a #50  
to New York Central #2150  
KUN

51 2-8-2 H-10a  
Lima Locomotive Works April 1923 #6417 1038-61  
2-8-2 Standard gauge 28x30-63 15000 gal. 18 ton coal 168T  
New York Central H-10a #51  
to New York Central #2151  
KUN

52 4-4-0  
Schenectady April 1854 #78  
4-4-0 16x22-60"  
New York Central #52  
R188

52 2-8-2 H-10a

Lima Locomotive Works April 1923 #6418 1038-62  
2-8-2 Standard gauge 28x30-63 15000 gal. 18 ton coal 168T  
New York Central H-10a #52  
to New York Central #2152  
KUN

53 2-8-2 H-10a

Lima Locomotive Works April 1923 #6419 1038-63  
2-8-2 Standard gauge 28x30-63 15000 gal. 18 ton coal 168T  
New York Central H-10a #53  
to New York Central #2153  
KUN

54 4-4-0

Schenectady May 1854 #79  
4-4-0 14x22-66"  
New York Central #54  
R188

54 2-8-2 H-10a

Lima Locomotive Works April 1923 #6420 1038-64  
2-8-2 Standard gauge 28x30-63 15000 gal. 24 ton coal 168T  
New York Central H-10a #54  
to New York Central #2154  
KUN

55 4-4-0

Schenectady July 1854 #88  
4-4-0 14x22-66"  
New York Central #55  
R188

55 2-8-2 H-10a

Lima Locomotive Works April 1923 #6421 1038-65  
2-8-2 Standard gauge 28x30-63 15000 gal. 24 ton coal 168T  
New York Central H-10a #55  
to New York Central #2155  
KUN

56 4-4-0

Schenectady August 1854 #95  
4-4-0 16x22-72"  
New York Central #56  
ACI, R188

56 2-8-2 H-10a

Lima Locomotive Works April 1923 #6422 1038-66  
2-8-2 Standard gauge 28x30-63 15000 gal. 24 ton coal 168T  
New York Central H-10a #56  
to New York Central #2156  
KUN

57 4-4-0

Schenectady September 1854 #96  
4-4-0 15x22-60"  
New York Central #57  
ACI, R188

57 2-8-2 H-10a

Lima Locomotive Works April 1923 #6423 1038-67  
2-8-2 Standard gauge 28x30-63 15000 gal. 24 ton coal 168T  
New York Central H-10a #57  
New York Central #2157  
KUN

58 4-4-0

Schenectady September 1854 #98  
4-4-0 16x22-66"  
New York Central #58  
ACI, R188

58 2-8-2 H-10a

Lima Locomotive Works April 1923 #6424 1038-68  
2-8-2 Standard gauge 28x30-63 15000 gal. 24 ton coal 168T  
New York Central H-10a #58  
to New York Central #2158  
KUN

59 4-4-0

Schenectady November 1854 #102  
4-4-0 16x22-66"  
New York Central #59  
ACI, R188

59 2-8-2 H-10a

Lima Locomotive Works April 1923 #6425 1038-69  
2-8-2 Standard gauge 28x30-63 15000 gal. 24 ton coal 168T  
New York Central H-10a #59  
to New York Central #2159  
KUN

60 4-4-0  
Schenectady November 1854 #103  
4-4-0 16x22-66"  
New York Central #60  
ACI, R188

60 2-8-2 H-10a  
Lima Locomotive Works April 1923 #6426 1038-70  
2-8-2 Standard gauge 28x30-63 15000 gal. 24 ton coal 168T  
New York Central H-10a #60  
to New York Central #2160  
KUN

61 4-4-0  
Schenectady December 1854 #106  
4-4-0 15x22-66"  
New York Central #61  
ACI, R188

61 2-8-2 H-10a  
Lima Locomotive Works April 1923 #6427 1038-71  
2-8-2 Standard gauge 28x30-63 15000 gal. 24 ton coal 168T  
New York Central H-10a #61  
to New York Central #2161  
KUN

62 4-4-0  
Schenectady April 1855 #110  
4-4-0 17x22-66"  
New York Central #62  
ACI, R188

62 2-8-2 H-10a  
Lima Locomotive Works April 1923 #6428 1038-72  
2-8-2 Standard gauge 28x30-63 15000 gal. 24 ton coal 168T  
New York Central H-10a #62  
New York Central #2162  
KUN

63 4-4-0  
Schenectady May 1855 #112  
4-4-0 17x22-66"  
New York Central #63  
ACI, R188

63 2-8-2 H-10a  
Lima Locomotive Works April 1923 #6429 1038-73  
2-8-2 Standard gauge 28x30-63 15000 gal. 24 ton coal 168T  
New York Central H-10a #63  
to New York Central #2163  
KUN

64 2-8-2 H-10a  
Lima Locomotive Works April 1923 #6430 1038-74  
2-8-2 Standard gauge 28x30-63 15000 gal. 24 ton coal 168T  
New York Central H-10a #64  
to New York Central #2164  
KUN

65 4-4-0  
Schenectady March 1855 #108  
4-4-0 17x22-66"  
New York Central #65  
ACI, R188

65 2-8-2 H-10a  
Lima Locomotive Works April 1923 #6431 1038-75  
2-8-2 Standard gauge 28x30-63 15000 gal. 24 ton coal 168T  
New York Central H-10a #65  
to New York Central #2165  
KUN

66 4-4-0  
Schenectady March 1855 #107  
4-4-0 17x22-60"  
New York Central #66  
ACI, R188

66 4-4-0  
Schenectady January 1883 #1702  
4-4-0 17x29-64"  
New York Central #66  
R188

67 4-6-0  
Schenectady March 1855 #113  
4-6-0 17x22-48"  
New York Central #67  
ACI, R188

67 4-6-0  
 Brooks 00/1892 #2125  
 4-6-0  
 New York Central #67  
 00/1911 to New York Central (T&OC) F-95Aa #9684 (2<sup>nd</sup>)  
 November 1915 scrapped  
 BAX

68 4-4-0  
 Schenectady May 1855 #111  
 4-4-0 17x22-66" (R188 says 15x22-66")  
 New York Central #68  
 ACI, R188

69 4-4-0  
 Schenectady June 1855 (R188 says August 1855) #118  
 New York Central #69  
 ACI, R188

72 (1<sup>st</sup>) 4-4-0  
 Schenectady 1852 #6  
 4-4-0  
 Albany & Schenectady "E. C. McIntosh"  
 May 1853 to New York Central #72 (1<sup>st</sup>)  
 1877 to New York Central (New York Central & Hudson River) #508 (1<sup>st</sup>)  
 December 1889 scrapped  
 BAX

75 4-4-0  
 Schenectady May 1860 (R188 says 1861) #239  
 4-4-0 16x22-60"  
 New York Central #75  
 ACI, R188

76 4-4-0 C9  
 Schenectady 12/1886 #2222 17x24-64 37T Std ga.  
 New York Central & Hudson River B #472  
 New York Central C9 #76  
 New York Central C9 #496  
 New York Central C9 #291  
 New York Central C9 #495  
 New York Central C9 #820  
 ATX

78 4-4-0  
 Rochester shop 1866 #18  
 4-4-0  
 New York Central #281 (1<sup>st</sup>)  
 1868 rebuilt  
 1890 to New York Central #78  
 BAX

78 0-6-0  
 Schenectady 1900 #5508  
 0-6-0  
 New York Central #78  
 1923 to New York Central (New York Central) B-2 #1926 (1<sup>st</sup>)  
 December 1923 sold to General Equipment Company  
 BAX

79 4-4-0  
 Schenectady February 1860 #216  
 4-4-0  
 New York Central #79  
 ACI, R188

79 0-6-0  
 Schenectady 1900 #5509  
 0-6-0  
 New York Central #79  
 1923 to New York Central (New York Central) B-2 #1927 (1<sup>st</sup>)  
 December 1923 sold to General Equipment Company  
 BAX

80 4-4-0  
 Schenectady November 1861 #246  
 4-4-0 16x24-60"  
 New York Central #80  
 ACI, R188

81 4-4-0  
 Schenectady November 1861 #247  
 4-4-0 15x22-60"  
 New York Central #81  
 R188



81 4-4-0  
 Schenectady January 1863 #280  
 4-4-0 16x24-60"  
 New York Central #81  
 R188

81 0-6-0  
 Schenectady 1900 #5512  
 0-6-0  
 New York Central #81  
 1923 to New York Central (New York Central) B-2 #1928 (1<sup>st</sup>)  
 1922 retired from service  
 December 1923 sold to General Equipment Company  
 BAX

82 4-4-0  
 Schenectady November 1861 #245  
 4-4-0 16x22-60"  
 New York Central #82  
 ACI, R188

82 0-6-0  
 Schenectady 1900 #5513  
 0-6-0  
 New York Central #82  
 1923 to New York Central (New York Central) B-2 #1929 (1<sup>st</sup>)  
 December 1923 sold to General Equipment Company  
 BAX

83 0-6-0  
 Schenectady 1900 #5514  
 0-6-0  
 New York Central #83  
 1923 to New York Central (New York Central) B-2 #1930 (1<sup>st</sup>)  
 December 1923 sold to General Equipment Company  
 BAX

84 0-6-0  
 Schenectady 1900 #5515  
 0-6-0  
 New York Central #84  
 1923 to New York Central (New York Central) B-2 #1931 (1<sup>st</sup>)  
 November 1923 scrapped  
 BAX

85 0-6-0  
 Schenectady 1900 #5516  
 0-6-0  
 New York Central #85  
 1923 to New York Central (New York Central) B-2 #1932 (1<sup>st</sup>)  
 December 1923 sold to General Equipment Company  
 BAX

89 4-4-0  
 Schenectady May 1862 #254  
 4-4-0 16x24-60"  
 New York Central #89  
 ACI, R188

90 (3<sup>rd</sup>) 4-4-0  
 Schenectady 1865 #392  
 4-4-0  
 New York Central #258  
 1890 to New York Central (New York Central & Hudson River) #90 (3<sup>rd</sup>)  
 July 1890 sold  
 BAX

91 (3<sup>rd</sup>) 4-4-0  
 Schenectady 1865 #393  
 4-4-0  
 New York Central #259  
 1890 to New York Central (New York Central & Hudson River) #91 (3<sup>rd</sup>)  
 by August 1890 retired from service  
 March 1891 scrapped  
 BAX

97 (1<sup>st</sup>) 4-4-0  
 Schenectady 1853 #45  
 4-4-0  
 Syracuse & Utica "Aeolus"  
 1853 to New York Central #97 (1<sup>st</sup>)  
 1877 to New York Central (New York Central & Hudson River) #530 (1<sup>st</sup>)  
 July 1881 scrapped  
 BAX

98 (1<sup>st</sup>) 4-4-0

Schenectady 1853 #34

4-4-0

Rochester & Syracuse "J. W. Brooks"

May 1853 to New York Central #98 (1<sup>st</sup>)

1877 to New York Central #531 (1<sup>st</sup>)

July 1879 scrapped

BAX

99 (1<sup>st</sup>) 4-4-0

Schenectady 1852 #7

4-4-0

Rochester & Syracuse "Waterloo"

May 1853 to New York Central #99 (1<sup>st</sup>)

1877 to New York Central (New York Central & Hudson River) #532 (1<sup>st</sup>)

1883 retired from service

BAX

100 4-4-0

Schenectady 1852 #25

4-4-0

New York Central #100

1877 to New York Central (New York Central & Hudson River) #533 (1<sup>st</sup>)

1883 retired from service

BAX

101 (1<sup>st</sup>) 4-4-0

Schenectady 1852 #26

4-4-0

Rochester & Syracuse "Gen. Gould"

May 1853 to New York Central #101 (1<sup>st</sup>)

1874 rebuilt

16" bore

1877 to New York Central (New York Central & Hudson River) #534 (1<sup>st</sup>)

1890 to New York Central #239

BAX

102 4-4-0

Schenectady February 1860 #212

4-4-0 16x22-60"

New York Central #102

R188

103 (1<sup>st</sup>) 4-4-0

Rogers 1853 #376

4-4-0

Rochester & Syracuse "Horace White"

May 1853 to New York Central #103 (1<sup>st</sup>)

1877 to New York Central (New York Central & Hudson River) #536 (1<sup>st</sup>)

September 1880 scrapped

BAX, RA29

104 (1<sup>st</sup>) 4-4-0

Rogers 1853 #370

4-4-0

Rochester & Syracuse "Nathaniel Thayer"

May 1853 to New York Central #104 (1<sup>st</sup>)

1877 to New York Central (New York Central & Hudson River) #537 (1<sup>st</sup>)

1877 rebuilt

March 1889 scrapped

BAX

105 (1<sup>st</sup>) 4-4-0

Rogers 1851 #260

4-4-0

Rochester & Syracuse "Canandaigua"

May 1853 to New York Central #105 (1<sup>st</sup>)

pre-1870 retired from service

BAX

106 (1<sup>st</sup>) 4-4-0

Rogers 1851 #265

4-4-0

Rochester & Syracuse "Syracuse"

May 1853 to New York Central #106 (1<sup>st</sup>)

pre-1870 retired from service

BAX

106 0-6-0

American Locomotive Company 1905

0-6-0

New York Central #106

107 (1<sup>st</sup>) 4-4-0  
Rogers 1849 #183  
4-4-0  
Rochester & Syracuse "Conkling"  
May 1853 to New York Central #107 (1<sup>st</sup>)  
by 1876 retired from service  
BAX

115 4-4-0  
Schenectady May 1861 #240  
4-4-0 16x24-60"  
New York Central #115  
ACI, R188

116 4-4-0  
Schenectady May 1861 #241  
4-4-0 16x24-60"  
New York Central #116  
R188

117 4-4-0  
Schenectady June 1861 #244  
4-4-0 16½x22-56"  
New York Central #117  
ACI, R188

118 4-4-0  
Schenectady June 1861 #234  
4-4-0 15x22-56"  
New York Central #118  
ACI, R188

122  
Schenectady June 1861 #243  
16x22-60"  
New York Central #122  
ACI

123 4-4-0  
Schenectady June 1861 #243  
4-4-0 16x22-60"  
New York Central #123  
R188

124 4-4-0  
Schenectady March 1865 #378  
4-4-0  
New York Central #124  
R188

125 4-4-0  
Schenectady March 1865 #377  
4-4-0 16x24-60  
New York Central #125  
R188

125 (5<sup>th</sup>) 0-6-0 B-10/B-9a  
American Locomotive Company-Schenectady Works 1904 #29605  
0-6-0  
New York Central (New York Central & Hudson River) B-10 #125 (5<sup>th</sup>)  
September 1917 rebuilt  
superheated  
New York Central (New York Central & Hudson River) B-9a #125 (5<sup>th</sup>)  
rebuilt  
New York Central (New York Central & Hudson River) B-10 #125 (5<sup>th</sup>)  
July 1933 scrapped  
BAX

126 (6<sup>th</sup>) 0-6-0 B-10/B-9a  
American Locomotive Company-Schenectady Works 1904 #29606  
0-6-0  
New York Central (New York Central & Hudson River) B-10 #126 (6<sup>th</sup>)  
June 1917 rebuilt  
superheated  
New York Central (New York Central & Hudson River) B-9a #126 (6<sup>th</sup>)  
rebuilt  
New York Central (New York Central & Hudson River) B-10 #126 (6<sup>th</sup>)  
August 1929 scrapped  
BAX

127 (5<sup>th</sup>) 0-6-0 B-10  
American Locomotive Company-Schenectady Works 1904 #29607  
0-6-0  
New York Central (New York Central & Hudson River) B-10 #127 (5<sup>th</sup>)  
September 1926 scrapped  
BAX

128 (5<sup>th</sup>) 0-6-0 B-10

American Locomotive Company-Schenectady Works 1904 #29608

0-6-0

New York Central (New York Central & Hudson River) B-10 #128 (5<sup>th</sup>)

August 1926 scrapped

BAX

129 (5<sup>th</sup>) 0-6-0 B-10/B-9a

American Locomotive Company-Schenectady Works 1904 #29609

0-6-0

New York Central (New York Central & Hudson River) B-10 #129 (5<sup>th</sup>)

April 1915 rebuilt

superheated

New York Central (New York Central & Hudson River) B-9a #129 (5<sup>th</sup>)  
rebuilt

New York Central (New York Central & Hudson River) B-10 #129 (5<sup>th</sup>)

October 1932 scrapped

BAX

130 (5<sup>th</sup>) 0-6-0 B-10/B-9a

American Locomotive Company-Schenectady Works 1904 #29610

0-6-0

New York Central (New York Central & Hudson River) B-10 #130 (5<sup>th</sup>)

1917 rebuilt

superheated

New York Central (New York Central & Hudson River) B-9a #130 (5<sup>th</sup>)  
rebuilt

New York Central (New York Central & Hudson River) B-10 #130 (5<sup>th</sup>)

September 1928 scrapped

BAX

131

Schenectady November 1861 #247

15x22-60"

New York Central #131

ACI

131 4-4-0

Schenectady February 1881 #1328

4-4-0 17x24-60"

New York Central (New York Central & Hudson River) #131

R188

131 (6<sup>th</sup>) 0-6-0 B-10/B-9a

American Locomotive Company-Schenectady Works 1904 #29611

0-6-0

New York Central (New York Central & Hudson River) B-10 #131 (6<sup>th</sup>)

September 1922 rebuilt

superheated

New York Central (New York Central & Hudson River) B-9a #131 (6<sup>th</sup>)  
rebuilt

New York Central (New York Central & Hudson River) B-10 #131 (6<sup>th</sup>)

September 1929 scrapped

BAX

132 (5<sup>th</sup>) 0-6-0 B-10/B-9a

American Locomotive Company-Schenectady Works 1904 #29612

0-6-0

New York Central (New York Central & Hudson River) B-10 #132 (5<sup>th</sup>)

May 1914 rebuilt

superheated

New York Central (New York Central & Hudson River) B-9a #132 (5<sup>th</sup>)  
rebuilt

New York Central (New York Central & Hudson River) B-10 #132 (5<sup>th</sup>)

April 1932 scrapped

BAX

133 (6<sup>th</sup>) 0-6-0 B-10

American Locomotive Company-Schenectady Works 1904 #29613

0-6-0

New York Central (New York Central & Hudson River) B-10 #133 (6<sup>th</sup>)

December 1926 scrapped

BAX

134 4-4-0

Schenectady January 1860 #215

4-4-0 16x22-60"

New York Central #134

ACI, R188

134 (6<sup>th</sup>) 0-6-0 B-10/B-9a

American Locomotive Company-Schenectady Works 1904 #29614  
0-6-0

New York Central (New York Central & Hudson River) B-10 #134 (6<sup>th</sup>)  
July 1916 rebuilt  
superheated

New York Central (New York Central & Hudson River) B-9a #134 (6<sup>th</sup>)  
rebuilt

New York Central (New York Central & Hudson River) B-10 #134 (6<sup>th</sup>)  
November 1932 scrapped  
BAX

135 4-4-0

Schenectady September 1879 #1156  
4-4-0 17x24-60"

New York Central (New York Central & Hudson River) #135  
R188

135 (6<sup>th</sup>) 0-6-0 B-10

American Locomotive Company-Schenectady Works 1904 #29615  
0-6-0

New York Central (New York Central & Hudson River) B-10 #135 (6<sup>th</sup>)  
August 1927 scrapped  
BAX

136 (5<sup>th</sup>) 0-6-0 B-10/B-9a

American Locomotive Company-Schenectady Works 1904 #29616  
0-6-0

New York Central (New York Central & Hudson River) B-10 #136 (5<sup>th</sup>)  
December 1917 rebuilt  
superheated

New York Central (New York Central & Hudson River) B-9a #136 (5<sup>th</sup>)  
rebuilt

New York Central (New York Central & Hudson River) B-10 #136 (5<sup>th</sup>)  
December 1932 scrapped  
BAX

137 (5<sup>th</sup>) 0-6-0 B-10/B-9a

American Locomotive Company-Schenectady Works 1904 #29617  
0-6-0

New York Central (New York Central & Hudson River) B-10 #137 (5<sup>th</sup>)  
September 1913 rebuilt  
superheated

New York Central (New York Central & Hudson River) B-9a #137 (5<sup>th</sup>)  
rebuilt

New York Central (New York Central & Hudson River) B-10 #137 (5<sup>th</sup>)  
June 1933 scrapped  
BAX

138 (5<sup>th</sup>) 0-6-0 B-10/B-9a

American Locomotive Company-Schenectady Works 1904 #29618  
0-6-0

New York Central (New York Central & Hudson River) B-10 #138 (5<sup>th</sup>)  
September 1914 rebuilt  
superheated

New York Central (New York Central & Hudson River) B-9a #138 (5<sup>th</sup>)  
rebuilt

New York Central (New York Central & Hudson River) B-10 #138 (5<sup>th</sup>)  
December 1926 scrapped  
BAX

139 (5<sup>th</sup>) 0-6-0 B-10/B-9a

American Locomotive Company-Schenectady Works 1904 #29619  
0-6-0

New York Central (New York Central & Hudson River) B-10 #139 (5<sup>th</sup>)  
June 1919 rebuilt  
superheated

New York Central (New York Central & Hudson River) B-9a #139 (5<sup>th</sup>)  
rebuilt

New York Central (New York Central & Hudson River) B-10 #139 (5<sup>th</sup>)  
April 1932 scrapped  
BAX

140 (5<sup>th</sup>) 0-6-0 B-10/B-9a

American Locomotive Company-Schenectady Works 1904 #29620  
0-6-0

New York Central (New York Central & Hudson River) B-10 #140 (5<sup>th</sup>)  
August 1913 rebuilt  
superheated

New York Central (New York Central & Hudson River) B-9a #140 (5<sup>th</sup>)  
rebuilt

New York Central (New York Central & Hudson River) B-10 #140 (5<sup>th</sup>)  
June 1932 scrapped  
BAX

141 (5<sup>th</sup>) 0-6-0 B-10/B-9a

American Locomotive Company-Schenectady Works 1904 #29621  
0-6-0

New York Central (New York Central & Hudson River) B-10 #141 (5<sup>th</sup>)  
January 1913 rebuilt  
superheated

New York Central (New York Central & Hudson River) B-9a #141 (5<sup>th</sup>)  
rebuilt

New York Central (New York Central & Hudson River) B-10 #141 (5<sup>th</sup>)  
August 1929 scrapped  
BAX

142 (4<sup>th</sup>) 0-6-0 B-10/B-9a

American Locomotive Company-Schenectady Works 1904 #29622  
0-6-0

New York Central (New York Central & Hudson River) B-10 #142 (4<sup>th</sup>)  
April 1914 rebuilt  
superheated

New York Central (New York Central & Hudson River) B-9a #142 (4<sup>th</sup>)  
rebuilt

New York Central (New York Central & Hudson River) B-10 #142 (4<sup>th</sup>)  
April 1932 scrapped  
BAX

143 4-4-0

Schenectady August 1863 #304  
4-4-0 16x24-60"

New York Central #143  
R188

143 (5<sup>th</sup>) 0-6-0 B-10/B-9a

American Locomotive Company-Schenectady Works 1904 #29323  
0-6-0

New York Central (New York Central & Hudson River) B-10 #143 (5<sup>th</sup>)  
April 1915 rebuilt  
superheated

New York Central (New York Central & Hudson River) B-9a #143 (5<sup>th</sup>)  
rebuilt

New York Central (New York Central & Hudson River) B-10 #143 (5<sup>th</sup>)  
April 1932 scrapped  
BAX

144 4-4-0 C9

Schenectady 12/1886 #2223 17x24-64 37T Std ga.  
New York Central & Hudson River B #482

New York Central C9 #144

New York Central C9 #494

New York Central C9 #292

New York Central C9 #496

ATX

144 (4<sup>th</sup>) 0-6-0 B-10/B-9a

American Locomotive Company-Schenectady Works 1904 #29624  
0-6-0

New York Central (New York Central & Hudson River) B-10 #144 (4<sup>th</sup>)  
April 1914 rebuilt  
superheated

New York Central (New York Central & Hudson River) B-9a #144 (4<sup>th</sup>)  
rebuilt

New York Central (New York Central & Hudson River) B-10 #144 (4<sup>th</sup>)  
December 1932 scrapped  
BAX

145 4-4-0

Schenectady September 1860 #228

4-4-0

New York Central #145

ACI, R188

145 4-4-0

Schenectady February 1860 (R188 says 1861) #238

4-4-0 16x22-60"

New York Central #145

ACI, R188

145 (4<sup>th</sup>) 0-6-0 B-10/B-9a

American Locomotive Company-Schenectady Works 1904 #29625

0-6-0

New York Central (New York Central & Hudson River) B-10 #145 (4<sup>th</sup>)

March 1916 rebuilt

superheated

New York Central (New York Central & Hudson River) B-9a #145 (4<sup>th</sup>)  
rebuilt

New York Central (New York Central & Hudson River) B-10 #145 (4<sup>th</sup>)

August 1929 scrapped

BAX

146 (5<sup>th</sup>) 0-6-0 B-10/B-9a

American Locomotive Company-Schenectady Works 1904 #29626

0-6-0

New York Central (New York Central & Hudson River) B-10 #146 (5<sup>th</sup>)

July 1915 rebuilt

superheated

New York Central (New York Central & Hudson River) B-9a #146 (5<sup>th</sup>)  
rebuilt

New York Central (New York Central & Hudson River) B-10 #146 (5<sup>th</sup>)

August 1929 scrapped

BAX

147 (6<sup>th</sup>) 0-6-0 B-10/B-9a

American Locomotive Company-Schenectady Works 1904 #29627

0-6-0

New York Central (New York Central & Hudson River) B-10 #147 (6<sup>th</sup>)

October 1916 rebuilt

superheated

New York Central (New York Central & Hudson River) B-9a #147 (6<sup>th</sup>)  
rebuilt

New York Central (New York Central & Hudson River) B-10 #147 (6<sup>th</sup>)

June 1933 scrapped

BAX

148 (6<sup>th</sup>) 0-6-0 B-10/B-9a

American Locomotive Company-Schenectady Works 1904 #29628

0-6-0

New York Central (New York Central & Hudson River) B-10 #148 (6<sup>th</sup>)

August 1913 rebuilt

superheated

New York Central (New York Central & Hudson River) B-9a #148 (6<sup>th</sup>)  
rebuilt

New York Central (New York Central & Hudson River) B-10 #148 (6<sup>th</sup>)

May 1933 scrapped

BAX

149 4-4-0

Schenectady May 1854 #84

4-40- 16x22-72"

New York Central #149

R188

149 (6<sup>th</sup>) 0-6-0 B-10/B-9a

American Locomotive Company-Schenectady Works 1904 #29629

0-6-0

New York Central (New York Central & Hudson River) B-10 #149 (6<sup>th</sup>)

October 1916 rebuilt

superheated

New York Central (New York Central & Hudson River) B-9a #149 (6<sup>th</sup>)  
rebuilt

New York Central (New York Central & Hudson River) B-10 #149 (6<sup>th</sup>)

April 1932 scrapped

BAX

150 4-4-0

Schenectady June 1854 #85

4-4-0 16x22-66"

New York Central #150

R188

150 0-6-0 B-10

American Locomotive Company-Schenectady Works 00/1903 #27830  
0-6-0

New York Central (New York Central & Hudson River) B-10 #150 (4<sup>th</sup>)  
June 1914 rebuilt (superheated) B-9a

New York Central (New York Central & Hudson River) B-9a #150 (4<sup>th</sup>)  
to New York Central (New York Central & Hudson River) B-10 #150 (4<sup>th</sup>)  
November 1932 scrapped

BAX

154 "Reindeer"

John Brandt 1854

17x20-72" 50,000

Rochester, Buffalo & New York

to New York Central Railroad #154 "Reindeer"

R55

161 4-6-2 K-1a

Lima 1922

4-6-2

New York Central K-1a #161

163 4-6-2 K-1a

Lima 1922

4-6-2

New York Central K-1a #163

164 4-6-2 K-1b

American Locomotive Company-Brooks Works 1923

4-6-2

New York Central K-1b #164

165 "Albion"

John Brandt 1854

17x20-72" 50,000

Rochester, Buffalo & New York

to New York Central Railroad #165 "Albion"

R55

165 4-6-2 K-1b

American Locomotive Company-Brooks Works 1923

4-6-2

New York Central K-1b #165

166 4-6-2 K-1b

American Locomotive Company-Brooks Works 1923  
4-6-2

New York Central K-1b #166

167 4-6-2 K-1b

American Locomotive Company-Brooks Works 1923  
4-6-2

New York Central K-1b #167

168 4-6-2 K-1b

American Locomotive Company-Brooks Works 1923  
4-6-2

New York Central K-1b #168

169 4-6-2 K-1b

American Locomotive Company-Brooks Works 192  
4-6-2

New York Central K-1b #169

170 4-6-4 L-1a

American Locomotive Company 1927

4-6-4

New York Central L-1a #170

171 4-6-4 L-1a

American Locomotive Company 1927

4-6-4

New York Central L-1a #171

172 4-6-4 L-1a

American Locomotive Company 1927

4-6-4

New York Central L-1a #172

173 4-6-4 L-1a

American Locomotive Company 1927

4-6-4

New York Central L-1a #173

174 4-6-4 L-1b

Lima 1929

4-6-4

New York Central L-1b #174



175 4-6-4 L-1b  
 Lima 1929  
 4-6-4  
 New York Central L-1b #175

176 4-6-4 L-1b  
 Lima 1929  
 4-6-4  
 New York Central L-1b #176

177 4-6-4 L-1b  
 Lima 1929  
 4-6-4  
 New York Central L-1b #177

180 (4<sup>th</sup>) 0-6-0 B-10b/B-9b/B-10z  
 American Locomotive Company-Cooke Works 1906 #30169  
 0-6-0  
 New York Central (New York Central & Hudson River) B-10b #180 (4<sup>th</sup>)  
 August 1913 rebuilt  
 superheated  
 New York Central (New York Central & Hudson River) B-9b #180 (4<sup>th</sup>)  
 rebuilt  
 New York Central (New York Central & Hudson River) B-10z #180 (4<sup>th</sup>)  
 March 1932 scrapped  
 BAX

181 (4<sup>th</sup>) 0-6-0 B-10b/B-9b/B-10z  
 American Locomotive Company-Cooke Works 1906 #30170  
 0-6-0  
 New York Central (New York Central & Hudson River) B-10b #181 (4<sup>th</sup>)  
 August 1913 rebuilt  
 superheated  
 New York Central (New York Central & Hudson River) B-9b #181 (4<sup>th</sup>)  
 rebuilt  
 New York Central (New York Central & Hudson River) B-10z #181 (4<sup>th</sup>)  
 June 1935 scrapped  
 BAX

182 4-4-0  
 Schenectady October 1860 #229  
 4-4-0 15x22-60"  
 New York Central #182  
 ACI, R188

182 0-6-0 B-10b/B-9b/B-10z  
 American Locomotive Company-Cooke Works 1906 #30171  
 0-6-0  
 New York Central (New York Central & Hudson River) B-10b #182 (5<sup>th</sup>)  
 February 1914 rebuilt  
 superheated  
 New York Central (New York Central & Hudson River) B-9b #182 (5<sup>th</sup>)  
 rebuilt  
 New York Central (New York Central & Hudson River) B-10z #182 (5<sup>th</sup>)  
 June 1933 scrapped  
 BAX

183 4-4-0  
 Schenectady December 1859 #199  
 4-4-0 16x22-54"  
 New York Central #183  
 ACI, R188

183 0-6-0 B-10b/B-9b/B-10z  
 American Locomotive Company-Cooke Works 1906 #30172  
 0-6-0  
 New York Central (New York Central & Hudson River) B-10b #183 (5<sup>th</sup>)  
 May 1915 rebuilt  
 superheated  
 New York Central (New York Central & Hudson River) B-9b #183 (5<sup>th</sup>)  
 rebuilt  
 New York Central (New York Central & Hudson River) B-10z #183 (5<sup>th</sup>)  
 1926 to New York Central (New York Central) B-10z #447 (5<sup>th</sup>)  
 BAX

184 4-4-0  
 Schenectady October 1855 #114  
 4-4-0 17x22-48" (R188 says 16x22-66")  
 New York Central #184  
 to New York Central #186  
 ACI, R188

184 4-4-0  
 Schenectady November 1855 (R188 says December 1855) #133  
 4-4-0 17x24-54" (R188 says 17x24-60")  
 New York Central #184  
 ACI, R188

184 4-4-0

Schenectady 1879 #1157

4-4-0 17x24-60"

New York Central (New York Central & Hudson River) #184  
R188

184 (4<sup>th</sup>) 0-6-0

American Locomotive Company-Cooke Works 1906 #30173  
0-6-0

New York Central (New York Central & Hudson River) B-10b #184 (4<sup>th</sup>)  
October 1914 rebuilt  
superheated

New York Central (New York Central & Hudson River) B-9b #184 (4<sup>th</sup>)  
to New York Central (New York Central & Hudson River) B-10z  
#184 (4<sup>th</sup>)

1926 to #448

BAX

185 4-4-0

Schenectady October 1855 #120

4-4-0 15x22-60"

New York Central #185  
ACI, R188

185 (4<sup>th</sup>) 0-6-0

American Locomotive Company-Cooke Works 1906 #30174  
0-6-0

New York Central (New York Central & Hudson River) B-10b #185 (4<sup>th</sup>)  
February 1914 rebuilt  
superheated

New York Central (New York Central & Hudson River) B-9b #185 (4<sup>th</sup>)  
to New York Central (New York Central & Hudson River) B-10z  
#185 (4<sup>th</sup>)

1926 to #449

BAX

186 4-4-0

Schenectady October 1855 #114

4-4-0 16x22-66"

New York Central #184  
to New York Central #186  
R188

186 (3<sup>rd</sup>) 0-6-0

American Locomotive Company-Cooke Works 1906 #30175  
0-6-0

New York Central (New York Central & Hudson River) B-10b #186 (3<sup>rd</sup>)  
April 1915 rebuilt  
superheated

New York Central (New York Central & Hudson River) B-9b #186 (3<sup>rd</sup>)  
to New York Central (New York Central & Hudson River) B-10z  
#186 (3<sup>rd</sup>)

1926 to #630

BAX

187 4-4-0

Schenectady October 1855 #126

4-4-0 15x22-66"

New York Central #187  
R188

187 (3<sup>rd</sup>) 0-6-0 B-10b/B-9b/B-10z

American Locomotive Company-Cooke Works 1906 #30176  
0-6-0

New York Central (New York Central & Hudson River) B-10b #187 (3<sup>rd</sup>)  
October 1917 rebuilt  
superheated

New York Central (New York Central & Hudson River) B-9b #187 (3<sup>rd</sup>)  
to New York Central (New York Central & Hudson River) B-10z  
#187 (3<sup>rd</sup>)

1926 to #631

BAX

188

Schenectady December 1855 #135

17x24-54"

New York Central #188  
ACI

188 (4<sup>th</sup>) 0-6-0 B-10b/B-9b/B-10z

American Locomotive Company-Cooke Works 1906 #30177

0-6-0

New York Central (New York Central & Hudson River) B-10b #188 (4<sup>th</sup>)

August 1917 rebuilt

superheated

New York Central (New York Central & Hudson River) B-9b #188 (4<sup>th</sup>)

to New York Central (New York Central & Hudson River) B-10z

#188 (4<sup>th</sup>)

1926 to #632

BAX

189

Schenectady December 1855 #137

17x22-54"

New York Central #189

ACI

189 4-4-0

Schenectady June 1863 #296

4-4-0 16x24-60"

New York Central #189

R188

189 (4<sup>th</sup>) 0-6-0 B-10b/B-9b/B-10z

American Locomotive Company-Cooke Works 1906 #30178

0-6-0

New York Central (New York Central & Hudson River) B-10b #189 (4<sup>th</sup>)

April 1916 rebuilt

superheated

New York Central (New York Central & Hudson River) B-9b #189 (4<sup>th</sup>)

to New York Central (New York Central & Hudson River) B-10z

#189 (4<sup>th</sup>)

1926 to #633

BAX

190

Schenectady January 1856 #142

New York Central #190

ACI

190 (5<sup>th</sup>) 0-6-0 B-10b/B-9b/B-10z

American Locomotive Company-Cooke Works 1906 #30179

0-6-0

New York Central (New York Central & Hudson River) B-10b #190 (5<sup>th</sup>)

May 1917 rebuilt

superheated

New York Central (New York Central & Hudson River) B-9b #190 (5<sup>th</sup>)

to New York Central (New York Central & Hudson River) B-10z

#190 (5<sup>th</sup>)

1926 to #634

BAX

191

Schenectady January 1856 #143

New York Central #191

ACI

191 (5<sup>th</sup>) 0-6-0 B-10b/B-9b/B-10z

American Locomotive Company-Cooke Works 1906 #30180

0-6-0

New York Central (New York Central & Hudson River) B-10b #191 (5<sup>th</sup>)

August 1913 rebuilt

superheated

New York Central (New York Central & Hudson River) B-9b #191 (5<sup>th</sup>)

to New York Central (New York Central & Hudson River) B-10z

#191 (5<sup>th</sup>)

1936 to #6754

BAX

191 H-10a

New York Central H-10a #191

CR1

192

Schenectady January 1856 #144

New York Central #192

ACI

192 (5<sup>th</sup>) 0-6-0 B-10b/B-9b/B-10z  
 American Locomotive Company-Cooke Works 1906 #30181  
 0-6-0  
 New York Central (New York Central & Hudson River) B-10b #192 (5<sup>th</sup>)  
 August 1918 rebuilt  
 superheated  
 New York Central (New York Central & Hudson River) B-9b #192 (5<sup>th</sup>)  
 to New York Central (New York Central & Hudson River) B-10z  
 #192 (5<sup>th</sup>)  
 August 1934 scrapped  
 BAX

192 H-10a  
 New York Central H-10a #192  
 CR1

193 (5<sup>th</sup>) 0-6-0 B-10b/B-9b/B-10z  
 American Locomotive Company-Cooke Works 1906 #30182  
 0-6-0  
 New York Central (New York Central & Hudson River) B-10b #193 (5<sup>th</sup>)  
 January 1918 rebuilt  
 superheated  
 New York Central (New York Central & Hudson River) B-9b #193 (5<sup>th</sup>)  
 to New York Central (New York Central & Hudson River) B-10z  
 #193 (5<sup>th</sup>)  
 June 1933 scrapped  
 BAX

193 H-10a  
 New York Central H-10a #193  
 CR1

194 (6<sup>th</sup>) 0-6-0 B-10b/B-9b/B-10z  
 American Locomotive Company-Cooke Works 1906 #30183  
 0-6-0  
 New York Central (New York Central & Hudson River) B-10b #194 (6<sup>th</sup>)  
 May 1916 rebuilt  
 superheated  
 New York Central (New York Central & Hudson River) B-9b #194 (6<sup>th</sup>)  
 to New York Central (New York Central & Hudson River) B-10z  
 #194 (6<sup>th</sup>)  
 May 1933 scrapped  
 BAX

194 H-10a  
 New York Central H-10a #194  
 CR1

195 H-10a  
 New York Central H-10a #195  
 CR1

196 4-4-0 C9  
 Schenectady 12/1886 #2217 17x24-64 37T Std ga.  
 New York Central & Hudson River B #494  
 New York Central C9 #196  
 New York Central C9 #495  
 New York Central C9 #330  
 New York Central C9 #510  
 ATX

197 (5<sup>th</sup>) 0-6-0 B-10  
 American Locomotive Company-Schenectady Works 1904 #29600  
 0-6-0  
 Grand Central Terminal #19  
 1908 to New York Central (New York Central & Hudson River) B-10  
 #197 (5<sup>th</sup>)  
 December 1926 scrapped  
 BAX

198 (6<sup>th</sup>) 0-6-0 B-10  
 American Locomotive Company-Schenectady Works 1904 #29601  
 0-6-0  
 Grand Central Terminal #20  
 1908 to New York Central (New York Central & Hudson River) B-10  
 #198 (6<sup>th</sup>)  
 November 1926 scrapped  
 BAX

199  
 Schenectady September 1856 #199  
 New York Central #199  
 ACI

199 (5<sup>th</sup>) 0-6-0 B-10  
American Locomotive Company-Schenectady Works 1904 #29603  
0-6-0  
Grand Central Terminal #22  
1908 to New York Central (New York Central & Hudson River) B-10  
#199 (5<sup>th</sup>)  
September 1928 scrapped  
BAX

200  
Schenectady September 1856  
New York Central #200  
ACI

201  
Schenectady September 1856 #201  
New York Central #201  
ACI

202 4-4-0  
Schenectady September 1856 #162  
4-4-0 16x22-66"  
New York Central #202  
ACI

203 4-4-0  
Schenectady 1856 #163  
4-4-0 16x22-66"  
New York Central #203  
ACI

204 4-4-0  
Schenectady 1856 #164  
4-4-0 16x22-66"  
New York Central #204  
ACI

205 4-4-0  
Schenectady 1856 #165  
4-4-0 16x22-66"  
New York Central #205  
ACI

206 4-4-0  
Schenectady November 1856 #170  
4-4-0 16x22-66"  
New York Central #206  
ACI, R188

207 4-4-0  
Schenectady October 1856 #169  
4-4-0 16x22-66"  
New York Central #207  
ACI, R188

208 4-4-0  
Schenectady January 1857 #173  
4-4-0  
New York Central #208  
ACI, R188

209 4-4-0  
Schenectady January 1857 #177  
4-4-0  
New York Central #209  
ACI, R188

210 4-4-0  
Schenectady January 1857 #180  
4-4-0  
New York Central #210  
ACI, R188

211 4-4-0  
Schenectady March 1857 #186  
4-4-0  
New York Central #211  
ACI, R188

213 4-4-0  
Schenectady November 1864 #357  
4-4-0 16x24-60"  
New York Central #213  
R188

214 4-4-0  
Schenectady December 1864 #358  
4-4-0 16x24-60"  
New York Central #214  
R188

217 4-4-0  
Schenectady August 1857 #195  
4-4-0  
New York Central #217  
R188

218 4-4-0  
Schenectady September 1857 #206  
4-4-0  
New York Central #218  
ACI, R188

219 4-4-0  
Schenectady December 1859 #198  
4-4-0 15x22-60"  
New York Central #219  
ACI, R188

220 4-4-0  
Schenectady January 1860 #214  
4-4-0 15x22-60"  
New York Central #220  
ACI, R188

221 4-4-0  
Schenectady December 1861 #248  
4-4-0 16x22-60"  
New York Central #221  
ACI, R188

223 4-4-0  
Schenectady January 1862 #249  
4-4-0 16x24-60"  
New York Central #223  
ACI, R188

225 4-4-0  
Schenectady May 1862 #256  
4-4-0 16x24-60"  
New York Central #225  
ACI, R188

225 4-4-0 C9  
Schenectady 12/1886 #2218 17x24-64 37T Std ga.  
New York Central & Hudson River B #495  
New York Central C9 #225  
New York Central C9 #496  
New York Central C9 #367  
New York Central C9 #529  
ATX

226 4-4-0  
Schenectady July 1862 #260  
4-4-0 16x24-60"  
New York Central #226  
R188

234 4-4-0  
Schenectady 1853 #57  
4-4-0  
New York Central #34  
1872 rebuilt  
60" drivers  
1877 to New York Central (New York Central & Hudson River) #470 (1<sup>st</sup>)  
1890 to New York Central #234  
BAX

239 4-4-0  
Schenectady 1852 #26  
4-4-0  
New York Central #101  
1877 to New York Central (New York Central & Hudson River) #534 (1<sup>st</sup>)  
1890 to New York Central #239  
BAX

239 4-4-0 C9

Schenectady 12/1886 #2224 17x24-64 37T Std ga.

New York Central & Hudson River B #521

New York Central C9 #239

New York Central C9 #497

New York Central C9 #385

New York Central C9 #546

New York Central C9 #821

ATX

250 4-4-0

Schenectady 1852 #10

4-4-0

New York Central #250

1899 to New York Central (New York Central & Hudson River) #401 (4<sup>th</sup>)

February 1903 sold

BAX

258 4-4-0

Schenectady 1865 #392

4-4-0

New York Central #258

1890 to New York Central (New York Central & Hudson River) #90 (3<sup>rd</sup>)

July 1890 sold

BAX

259 4-4-0

Schenectady 1865 #393

4-4-0

New York Central #259

1890 to New York Central (New York Central & Hudson River) #91 (3<sup>rd</sup>)

by August 1890 retired from service

March 1891 scrapped

BAX

259 4-4-0 C9

Schenectady 12/1886 #2219 17x24-64 37T Std ga.

New York Central & Hudson River B #149

New York Central C9 #485

New York Central C9 #259

New York Central C9 #486

ATX

265 4-4-0 C9

Schenectady 12/1886 #2220 17x24-64 37T Std ga.

New York Central & Hudson River B #220

New York Central C9 #487

New York Central C9 #265

New York Central C9 #492

ATX

266 4-4-0 C9

Schenectady 12/1886 #2213 17x24-64 37T Std ga.

New York Central & Hudson River B #270

New York Central C9 #488

New York Central C9 #266

New York Central C9 #493

New York Central C9 #819

03/1908 Hazard, Coates & Bennett #1

ATX

276 4-4-0 C9

Schenectady 12/1886 #2214 17x24-64 37T Std ga.

New York Central & Hudson River B #279

New York Central C9 #490

New York Central C9 #276

New York Central C9 #482

New York Central C9 #815

ATX

281 (1<sup>st</sup>) 4-4-0

Rochester shop 1866 #18

4-4-0

New York Central #281 (1<sup>st</sup>)

1868 rebuilt

1890 to New York Central #78

BAX

282 4-4-0 C9

Schenectady 12/1886 #2215 17x24-64 37T Std ga.

New York Central & Hudson River B #451

New York Central C9 #491

New York Central C9 #282

New York Central C9 #489

New York Central C9 #817

ATX

283 (1<sup>st</sup>) 4-4-0

Rochester shop 1867 #20

4-4-0

New York Central #283 (1<sup>st</sup>)

1877 rebuilt

1890 to New York Central (New York Central & Hudson River) #300 (2<sup>nd</sup>)

July 1898 sold

BAX

286 (1<sup>st</sup>) 4-4-0

Rochester shop 1867 #22

4-4-0

New York Central #286 (1<sup>st</sup>)

1883 rebuilt

1890 to New York Central (New York Central & Hudson River) #301 (2<sup>nd</sup>)

December 1898 scrapped

BAX

287 (1<sup>st</sup>) 4-4-0

Rochester shop 1868 #24

4-4-0

New York Central #287 (1<sup>st</sup>)

1883 rebuilt

1890 to New York Central (New York Central & Hudson River) #302 (2<sup>nd</sup>)

October 1895 scrapped

BAX

290 4-4-0 C9

Schenectady 12/1886 #2216 17x24-64 37T Std ga.

New York Central & Hudson River B #464

New York Central C9 #492

New York Central C9 #290

New York Central C9 #491

New York Central C9 #818

ATX

291 4-4-0 C9

Schenectady 12/1886 #2222 17x24-64 37T Std ga.

New York Central & Hudson River B #472

New York Central C9 #76

New York Central C9 #496

New York Central C9 #291

New York Central C9 #495

New York Central C9 #820

ATX

292 4-4-0 C9

Schenectady 12/1886 #2223 17x24-64 37T Std ga.

New York Central & Hudson River B #482

New York Central C9 #144

New York Central C9 #494

New York Central C9 #292

New York Central C9 #496

ATX

293 (1<sup>st</sup>) 4-4-0

Rochester shop 1868 #27

4-4-0

New York Central #293 (1<sup>st</sup>)

1881 rebuilt

1890 to New York Central #716

BAX

294 (2<sup>nd</sup>) 4-4-0

Rochester shop 1866 #17

4-4-0

New York Central #446

1890 to New York Central (New York Central & Hudson River) #294 (2<sup>nd</sup>)

by 1899 scrapped

BAX

295 (1<sup>st</sup>) 4-4-0

Rochester shop 1869 #35

4-4-0

New York Central (New York Central & Hudson River) #295 (1<sup>st</sup>)

1890 to New York Central #717

BAX



296 (1<sup>st</sup>) 4-4-0  
 Rochester shop 1869 #36  
 4-4-0  
 New York Central (New York Central & Hudson River) #296 (1<sup>st</sup>)  
 1890 to New York Central #718  
 BAX

300 (2<sup>nd</sup>) 4-4-0  
 Rochester shop 1867 #20  
 4-4-0  
 New York Central #283 (1<sup>st</sup>)  
 1877 rebuilt  
 1890 to New York Central (New York Central & Hudson River) #300 (2<sup>nd</sup>)  
 July 1898 sold  
 BAX

301 (2<sup>nd</sup>) 4-4-0  
 Rochester shop 1867 #22  
 4-4-0  
 New York Central #286 (1<sup>st</sup>)  
 1883 rebuilt  
 1890 to New York Central (New York Central & Hudson River) #301 (2<sup>nd</sup>)  
 December 1898 scrapped  
 BAX

302 (2<sup>nd</sup>) 4-4-0  
 Rochester shop 1868 #24  
 4-4-0  
 New York Central #287 (1<sup>st</sup>)  
 1883 rebuilt  
 1890 to New York Central (New York Central & Hudson River) #302 (2<sup>nd</sup>)  
 October 1895 scrapped  
 BAX

320 0-6-0  
 Schenectady 1900 #5517  
 0-6-0  
 New York Central #320  
 1923 to New York Central (New York Central) B-2 #1954 (1<sup>st</sup>) (never  
 relettered)  
 June 1923 sold to Merchants Dispatch Transportation  
 BAX

321 0-6-0  
 Schenectady 1900 #5518  
 0-6-0  
 New York Central #321  
 1923 to New York Central (New York Central) B-2 #1955 (1<sup>st</sup>)  
 1936 to New York Central #6799  
 BAX

330 4-4-0 C9  
 Schenectady 12/1886 #2217 17x24-64 37T Std ga.  
 New York Central & Hudson River B #494  
 New York Central C9 #196  
 New York Central C9 #495  
 New York Central C9 #330  
 New York Central C9 #510  
 ATX

347 0-6-0 B-2  
 American Locomotive Company-Cooke Works 1902 #25237  
 0-6-0 19x26-51" 134,000  
 New York Central (New York Central & Hudson River) B-2 #347  
 R97

348 0-6-0 B-2  
 American Locomotive Company-Cooke Works 1902 #25238  
 0-6-0 19x26-51" 134,000  
 New York Central (New York Central & Hudson River) B-2 #348  
 R97

349 0-6-0 B-2  
 American Locomotive Company-Cooke Works 1902 #25239  
 0-6-0 19x26-51" 134,000  
 New York Central (New York Central & Hudson River) B-2 #349  
 R97

350 0-6-0 B-2  
 American Locomotive Company-Cooke Works 1902 #25240  
 0-6-0 19x26-51" 134,000  
 New York Central (New York Central & Hudson River) B-2 #350  
 R97

357 0-6-0 K-2

American Locomotive Company-Schenectady Works July 1901 #25000  
Order S-1  
0-6-0 Standard gauge 19x26-51" 95T  
New York Central (New York Central & Hudson River) K-2 #357  
to New York Central (New York Central) B-2 #376 (6<sup>th</sup>)  
November 1923 scrapped  
BAX, LEH, R97

360 0-6-0 B-2

American Locomotive Company-Cooke Works 1902 #25241  
0-6-0 19x26-51" 134,000  
New York Central (New York Central & Hudson River) B-2 #360  
R97

361 4-4-2

American Locomotive Company-Brooks Works 00/1903 #27964  
4-4-2  
P&E #573  
00/1905 to New York Central (Cleveland, Cincinnati, Chicago & Saint  
Louis) I-62a #361 (4<sup>th</sup>)  
00/1905 to #6928  
BAX

362 4-4-2

American Locomotive Company-Brooks Works 00/1903 #27965  
4-4-2  
P&E #574  
00/1905 to New York Central (Cleveland, Cincinnati, Chicago & Saint  
Louis) I-62a #362 (4<sup>th</sup>)  
00/1905 to #6929  
BAX

366 0-6-0 B-2

American Locomotive Company-Cooke Works 1902 #25242  
0-6-0 19x26-51" 134,000  
New York Central (New York Central & Hudson River) B-2 #366  
R97

367 4-4-0 C9

Schenectady 12/1886 #2218 17x24-64 37T Std ga.  
New York Central & Hudson River B #495  
New York Central C9 #225  
New York Central C9 #496  
New York Central C9 #367  
New York Central C9 #529  
ATX

368 0-6-0 B-2

American Locomotive Company-Cooke Works 1902 #25243  
0-6-0 19x26-51" 134,000  
New York Central (New York Central & Hudson River) B-2 #368  
R97

374 4-4-2

American Locomotive Company-Brooks Works 00/1903 #27961  
4-4-2  
New York Central (Cleveland, Cincinnati, Chicago & Saint Louis) I-62  
#374 (5<sup>th</sup>)  
00/1905 to #6915  
BAX

375 4-6-0

Brooks 00/1893 #2357  
4-6-0  
New York Central #375  
00/1911 to New York Central F-95Aa #9685 (2<sup>nd</sup>)  
December 1915 scrapped  
BAX

375 4-4-2

American Locomotive Company-Brooks Works 00/1903 #27962  
4-4-2  
New York Central (Cleveland, Cincinnati, Chicago & Saint Louis) I-62  
#375  
00/1905 to #6916  
BAX

376 4-6-0

Brooks 00/1893 #2358

4-6-0

New York Central #376

00/1911 to New York Central (T&OC) F-95Aa #9686 (2<sup>nd</sup>)

00/1916 to New York Central #9586

BAX

376 (6<sup>th</sup>) 0-6-0 B-2

American Locomotive Company-Schenectady Works July 1901 #25000  
Order S-1

0-6-0 Standard gauge 19x26-51" 95T

New York Central (New York Central & Hudson River) K-2 #357

to New York Central (New York Central) B-2 #376 (6<sup>th</sup>)

November 1923 scrapped

BAX, LEH, R97

377 (4<sup>th</sup>) 0-6-0 K2/B-2

American Locomotive Company-Schenectady Works 1901 #25001

0-6-0 19x26-51" 133,000

New York Central (New York Central & Hudson River) K2 #377 (4<sup>th</sup>)

to New York Central (New York Central & Hudson River) B-2 #377 (4<sup>th</sup>)

April 1920 sold to General Equipment Company

BAX, R97

378 4-6-0

Brooks 00/1893 #2360

4-6-0

New York Central #378

00/1911 to New York Central (T&OC) #9688 (1<sup>st</sup>)

September 1915 scrapped

BAX

378 (5<sup>th</sup>) 0-6-0 K2/B-2

American Locomotive Company-Schenectady Works 1901 #25002

0-6-0 19x26-51" 133,000

New York Central (New York Central & Hudson River) K2 #378 (5<sup>th</sup>)

to New York Central (New York Central & Hudson River) B-2 #378 (5<sup>th</sup>)

December 1922 sold to General Equipment Company

BAX, R97

379 4-6-0

Brooks 00/1893 #2361

4-6-0

New York Central #379

00/1911 to New York Central (T&OC) F-95Aa #9689 (1<sup>st</sup>)

November 1915 scrapped

BAX

379 (5<sup>th</sup>) 0-6-0 K2/B-2

American Locomotive Company-Schenectady Works 1901 #25003

0-6-0 19x26-51" 133,000

New York Central (New York Central & Hudson River) K2 #379 (5<sup>th</sup>)

to New York Central (New York Central & Hudson River) B-2 #379 (5<sup>th</sup>)

December 1922 sold to General Equipment Company

BAX, R97

380 4-6-0

Brooks 00/1894 #2438

4-6-0

New York Central #380

00/1911 to New York Central (T&OC) F-95Aa #9690 (1<sup>st</sup>)

00/1916 to New York Central #9590

BAX

380 (5<sup>th</sup>) 0-6-0 K2/B-2

American Locomotive Company-Schenectady Works 1901 #25004

0-6-0 19x26-51" 133,000

New York Central (New York Central & Hudson River) K2 #380 (5<sup>th</sup>)

to New York Central (New York Central & Hudson River) B-2 #380 (5<sup>th</sup>)

November 1923 sold to Pennsylvania Wood & Iron

BAX, R97

381 4-6-0

Brooks 00/1894 #2439

4-6-0

New York Central #381

00/1911 to New York Central (T&OC) F-95Aa #9691 (1<sup>st</sup>)

November 1915 scrapped

BAX

381 (4<sup>th</sup>) 0-6-0 K2/B-2  
American Locomotive Company-Schenectady Works 1901 #25005  
0-6-0 19x26-51" 133,000  
New York Central (New York Central & Hudson River) K2 #381 (4<sup>th</sup>)  
to New York Central (New York Central & Hudson River) B-2 #381 (4<sup>th</sup>)  
April 1933 scrapped  
BAX, R97

382 4-6-0  
Brooks 00/1894 #2440  
4-6-0  
New York Central #382  
00/1911 to New York Central (T&OC) F-95Aa #9692 (1<sup>st</sup>)  
to #9592  
BAX

382 (4<sup>th</sup>) 0-6-0 K2/B-2  
American Locomotive Company-Schenectady Works 1901 #25006  
0-6-0 19x26-51" 133,000  
New York Central (New York Central & Hudson River) K2 #382 (4<sup>th</sup>)  
to New York Central (New York Central & Hudson River) B-2 #382 (4<sup>th</sup>)  
December 1922 sold to General Equipment Company  
BAX, R97

383 4-6-0  
Brooks 00/1894 #2441  
4-6-0  
New York Central #383  
00/1911 to New York Central (T&OC) F-95Aa #9693 (1<sup>st</sup>)  
December 1915 scrapped  
BAX

383 0-6-0 K2/B-2  
American Locomotive Company-Schenectady Works 1901 #25007  
0-6-0 19x26-51" 133,000  
New York Central (New York Central & Hudson River) K2 #383 (4<sup>th</sup>)  
to New York Central (New York Central & Hudson River) B-2 #383 (4<sup>th</sup>)  
December 1922 sold to General Equipment Company  
BAX, R97

384 4-6-0  
Brooks 00/1894 #2442  
4-6-0  
New York Central #384  
00/1911 to New York Central (T&OC) F-95Aa #9694 (1<sup>st</sup>)  
to #9594  
BAX

384 (4<sup>th</sup>) 0-6-0 K2/B-2  
American Locomotive Company-Schenectady Works 1901 #25008  
0-6-0 19x26-51" 133,000  
New York Central (New York Central & Hudson River) K2 #384 (4<sup>th</sup>)  
to New York Central (New York Central & Hudson River) B-2 #384 (4<sup>th</sup>)  
January 1924 sold to Asbestos & Danville #22  
BAX, R97

385 4-4-0 C9  
Schenectady 12/1886 #2224 17x24-64 37T Std ga.  
New York Central & Hudson River B #521  
New York Central C9 #239  
New York Central C9 #497  
New York Central C9 #385  
New York Central C9 #546  
New York Central C9 #821  
ATX

385 (5<sup>th</sup>) 0-6-0 K2/B-2  
American Locomotive Company-Schenectady Works 1901 #25009  
0-6-0 19x26-51" 133,000  
New York Central (New York Central & Hudson River) K2 #385 (5<sup>th</sup>)  
to New York Central (New York Central & Hudson River) B-2 #385 (5<sup>th</sup>)  
December 1926 scrapped  
BAX, R97

389 (1<sup>st</sup>) 4-4-0  
Rochester shop 1873 #61  
4-4-0  
New York Central (New York Central & Hudson River) #389 (1<sup>st</sup>)  
1880 rebuilt  
17x24-76"  
1890 to New York Central #772  
BAX

389 (4<sup>th</sup>) 0-6-0 B-30  
Rhode Island 1893 #2865  
0-6-0  
Boston & Albany #16  
1900 to New York Central (New York Central & Hudson River) B-30  
#389 (4<sup>th</sup>)  
1912 to Boston & Albany #103  
BAX

390 (1<sup>st</sup>) 4-4-0  
Rochester shop 1873 #62  
4-4-0  
New York Central (New York Central & Hudson River) #390 (1<sup>st</sup>)  
1880 rebuilt  
17x24-70"  
1890 to New York Central #773  
BAX

390 (3<sup>rd</sup>) 0-6-0 B-30  
Rhode Island 1893 #2860  
0-6-0  
Boston & Albany #22  
1900 to New York Central (New York Central & Hudson River) B-30  
#390 (3<sup>rd</sup>)  
1912 to Boston & Albany #104  
BAX

391 (4<sup>th</sup>) 0-6-0 B-30  
Rhode Island 1893 #2864  
0-6-0  
Boston & Albany #25  
1900 to New York Central (New York Central & Hudson River) B-30  
#391 (4<sup>th</sup>)  
1912 to Boston & Albany #105  
BAX

401 4-4-0  
Schenectady 1852 #10  
4-4-0  
New York Central #250  
1899 to New York Central (New York Central & Hudson River) #401 (4<sup>th</sup>)  
February 1903 sold  
BAX

407 4-4-0 C-9  
Schenectady October 1881 #1436  
4-4-0 Standard gauge 17x24-60" 46T  
New York Central & Hudson River R #153  
to New York Central C-9 #407  
ATX

408 4-4-0 C-9  
Schenectady October 1881 #1437  
4-4-0 Standard gauge 17x24-60" 46T  
New York Central & Hudson River R #155  
to New York Central C-9 #408  
ATX

409 4-4-0 C-9  
Schenectady October 1881 #1438  
4-4-0 Standard gauge 17x24-60" 46T  
New York Central & Hudson River R #168  
to New York Central C-9 #409  
ATX

411 4-4-0 C-9  
Schenectady October 1881 #1445  
4-4-0 Standard gauge 17x24-60" 46T  
New York Central & Hudson River R #173  
to New York Central C-9 #411  
to New York Central C-9 #806  
ATX

440 (4<sup>th</sup>) 0-6-0 B-10  
American Locomotive Company-Schenectady Works 1904 #29604  
0-6-0  
New York Central #596  
1912 to New York Central (New York Central & Hudson River) B-10  
#440 (4<sup>th</sup>)  
August 1926 sold to P&E #440  
June 1934 sold  
BAX

442 (4<sup>th</sup>) 0-6-0 B-10  
American Locomotive Company-Schenectady Works 1904 #29602  
0-6-0  
Grand Central Terminal #21  
1915 to New York Central (New York Central & Hudson River) B-10  
#442 (4<sup>th</sup>)  
July 1916 rebuilt  
superheated  
May 1933 scrapped  
BAX

446 4-4-0  
Rochester shop 1866 #17  
4-4-0  
New York Central #446  
1890 to New York Central (New York Central & Hudson River) #294 (2<sup>nd</sup>)  
by 1899 scrapped  
BAX

447 (5<sup>th</sup>) 0-6-0 B-10z  
American Locomotive Company-Cooke Works 1906 #30172  
0-6-0  
New York Central #183  
1926 to New York Central (New York Central) B-10z #447 (5<sup>th</sup>)  
January 1936 retired from service  
BAX

448 (5<sup>th</sup>) 0-6-0 B-10z  
American Locomotive Company-Cooke Works 1906 #30173  
0-6-0  
#184  
1926 to New York Central (New York Central) B-10z #448 (5<sup>th</sup>)  
December 1934 retired from service  
BAX

449 (5<sup>th</sup>) 0-6-0 B-10z  
American Locomotive Company-Cooke Works 1906 #30174  
0-6-0  
#185  
1926 to New York Central (New York Central) B-10z #449 (5<sup>th</sup>)  
August 1929 scrapped  
BAX

461 (1<sup>st</sup>) 4-4-0  
Schenectady 1853 #38  
4-4-0  
New York Central #25  
1877 to New York Central (New York Central & Hudson River) #461 (1<sup>st</sup>)  
December 1880 scrapped  
BAX

462 (1<sup>st</sup>) 4-4-0  
Schenectady 1852 #8  
4-4-0  
New York Central #26  
1877 to New York Central (New York Central & Hudson River) #462 (1<sup>st</sup>)  
pre-1878 retired from service  
BAX

463 (1<sup>st</sup>) 4-4-0  
Schenectady 1852 #9  
4-4-0  
New York Central #27  
1874 rebuilt  
78" drivers  
1877 to New York Central #463 (1<sup>st</sup>)  
August 1884 scrapped  
BAX

464 (1<sup>st</sup>) 4-4-0  
Schenectady 1853 #29  
4-4-0  
New York Central #28  
1877 to New York Central (New York Central & Hudson River) #464 (1<sup>st</sup>)  
November 1886 scrapped  
BAX

465 (1<sup>st</sup>) 4-4-0  
Schenectady 1853 #30  
4-4-0  
New York Central #29  
1877 to New York Central (New York Central & Hudson River) #465 (1<sup>st</sup>)  
May 1882 sold  
BAX

466 (1<sup>st</sup>) 4-4-0  
Schenectady 1853 #42  
4-4-0  
New York Central #30  
1872 rebuilt  
66" drivers  
1877 to New York Central (New York Central & Hudson River) #466 (1<sup>st</sup>)  
October 1889 scrapped  
BAX

467 (1<sup>st</sup>) 4-4-0  
Schenectady 1853 #44  
4-4-0  
New York Central #31  
1873 rebuilt  
1877 to New York Central (New York Central & Hudson River) #467 (1<sup>st</sup>)  
December 1889 scrapped  
BAX

468 (1<sup>st</sup>) 4-4-0  
Schenectady 1853 #43  
4-4-0  
New York Central #32  
1877 to New York Central (New York Central & Hudson River) #468 (1<sup>st</sup>)  
December 1880 scrapped  
BAX

469 (1<sup>st</sup>) 4-4-0  
Schenectady 1853 #56  
4-4-0  
New York Central #33  
1871 rebuilt  
66" drivers  
1877 to New York Central (New York Central & Hudson River) #469 (1<sup>st</sup>)  
1889 to New York Central #723  
BAX

470 (1<sup>st</sup>) 4-4-0  
Schenectady 1853 #57  
4-4-0  
New York Central #34  
1872 rebuilt  
60" drivers  
1877 to New York Central (New York Central & Hudson River) #470 (1<sup>st</sup>)  
1890 to New York Central #234  
BAX

479 (1<sup>st</sup>) 4-4-0  
Schenectady 1853 #36  
4-4-0  
New York Central #43  
1877 to New York Central (New York Central & Hudson River) #479 (1<sup>st</sup>)  
rebuilt  
54" drivers  
May 1882 sold  
BAX

482 4-4-0 C9  
Schenectady 12/1886 #2214 17x24-64 37T Std ga.  
New York Central & Hudson River B #279  
New York Central C9 #490  
New York Central C9 #276  
New York Central C9 #482  
New York Central C9 #815  
ATX

484 (1<sup>st</sup>) 4-4-0  
Schenectady 1853 #47  
4-4-0  
New York Central #48  
1877 to New York Central (New York Central & Hudson River) #484 (1<sup>st</sup>)  
September 1879 scrapped  
BAX

485 4-4-0 C9

Schenectady 12/1886 #2219 17x24-64 37T Std ga.  
New York Central & Hudson River B #149  
New York Central C9 #485  
New York Central C9 #259  
New York Central C9 #486  
ATX

486 4-4-0 C9

Schenectady 12/1886 #2219 17x24-64 37T Std ga.  
New York Central & Hudson River B #149  
New York Central C9 #485  
New York Central C9 #259  
New York Central C9 #486  
ATX

487 4-4-0 C9

Schenectady 12/1886 #2220 17x24-64 37T Std ga.  
New York Central & Hudson River B #220  
New York Central C9 #487  
New York Central C9 #265  
New York Central C9 #492  
ATX

488 4-4-0 C9

Schenectady 12/1886 #2213 17x24-64 37T Std ga.  
New York Central & Hudson River B #270  
New York Central C9 #488  
New York Central C9 #266  
New York Central C9 #493  
New York Central C9 #819  
03/1908 Hazard, Coates & Bennett #1  
ATX

489 4-4-0 C9

Schenectady 12/1886 #2215 17x24-64 37T Std ga.  
New York Central & Hudson River B #451  
New York Central C9 #491  
New York Central C9 #282  
New York Central C9 #489  
New York Central C9 #817  
ATX

489 4-4-0 C9

Schenectady 12/1886 #2221 17x24-64 37T Std ga.  
New York Central & Hudson River B #276  
New York Central C9 #489  
New York Central C9 #494  
Saint Lawrence & Adirondack #12, Remsen, New York  
Saint Lawrence & Adirondack #2, Remsen, New York  
ATX

490 4-4-0 C9

Schenectady 12/1886 #2214 17x24-64 37T Std ga.  
New York Central & Hudson River B #279  
New York Central C9 #490  
New York Central C9 #276  
New York Central C9 #482  
New York Central C9 #815  
ATX

491 4-4-0 C9

Schenectady 12/1886 #2215 17x24-64 37T Std ga.  
New York Central & Hudson River B #451  
New York Central C9 #491  
New York Central C9 #282  
New York Central C9 #489  
New York Central C9 #817  
ATX

491 4-4-0 C9

Schenectady 12/1886 #2216 17x24-64 37T Std ga.  
New York Central & Hudson River B #464  
New York Central C9 #492  
New York Central C9 #290  
New York Central C9 #491  
New York Central C9 #818  
ATX



492 4-4-0 C9

Schenectady 12/1886 #2216 17x24-64 37T Std ga.  
New York Central & Hudson River B #464  
New York Central C9 #492  
New York Central C9 #290  
New York Central C9 #491  
New York Central C9 #818  
ATX

492 4-4-0 C9

Schenectady 12/1886 #2220 17x24-64 37T Std ga.  
New York Central & Hudson River B #220  
New York Central C9 #487  
New York Central C9 #265  
New York Central C9 #492  
ATX

493 4-4-0 C9

Schenectady 12/1886 #2213 17x24-64 37T Std ga.  
New York Central & Hudson River B #270  
New York Central C9 #488  
New York Central C9 #266  
New York Central C9 #493  
New York Central C9 #819  
03/1908 Hazard, Coates & Bennett #1  
ATX

494 4-4-0 C9

Schenectady 12/1886 #2221 17x24-64 37T Std ga.  
New York Central & Hudson River B #276  
New York Central C9 #489  
New York Central C9 #494  
Saint Lawrence & Adirondack #12, Remsen, New York  
Saint Lawrence & Adirondack #2, Remsen, New York  
ATX

494 4-4-0 C9

Schenectady 12/1886 #2223 17x24-64 37T Std ga.  
New York Central & Hudson River B #482  
New York Central C9 #144  
New York Central C9 #494  
New York Central C9 #292  
New York Central C9 #496  
ATX

495 4-4-0 C9

Schenectady 12/1886 #2217 17x24-64 37T Std ga.  
New York Central & Hudson River B #494  
New York Central C9 #196  
New York Central C9 #495  
New York Central C9 #330  
New York Central C9 #510  
ATX

495 4-4-0 C9

Schenectady 12/1886 #2222 17x24-64 37T Std ga.  
New York Central & Hudson River B #472  
New York Central C9 #76  
New York Central C9 #496  
New York Central C9 #291  
New York Central C9 #495  
New York Central C9 #820  
ATX

496 4-4-0 C9

Schenectady 12/1886 #2218 17x24-64 37T Std ga.  
New York Central & Hudson River B #495  
New York Central C9 #225  
New York Central C9 #496  
New York Central C9 #367  
New York Central C9 #529  
ATX

496 4-4-0 C9

Schenectady 12/1886 #2222 17x24-64 37T Std ga.

New York Central & Hudson River B #472

New York Central C9 #76

New York Central C9 #496

New York Central C9 #291

New York Central C9 #495

New York Central C9 #820

ATX

496 4-4-0 C9

Schenectady 12/1886 #2223 17x24-64 37T Std ga.

New York Central & Hudson River B #482

New York Central C9 #144

New York Central C9 #494

New York Central C9 #292

New York Central C9 #496

ATX

497 4-4-0 C9

Schenectady 12/1886 #2224 17x24-64 37T Std ga.

New York Central & Hudson River B #521

New York Central C9 #239

New York Central C9 #497

New York Central C9 #385

New York Central C9 #546

New York Central C9 #821

ATX

500 2-6-0

New York Locomotive Company February 1886 #123

2-6-0 18x24" cylinders

Rome, Watertown & Ogdensburg #12

to Carthage & Adirondak #2

to Rome, Watertown & Ogdensburg #12

to New York Central #841

to New York Central #500

to New York Central #1795

AJE

508 (1<sup>st</sup>) 4-4-0

Schenectady 1852 #6

4-4-0

New York Central #72

1877 to New York Central (New York Central & Hudson River) #508 (1<sup>st</sup>)

December 1929 scrapped

BAX

510 4-4-0 C9

Schenectady 12/1886 #2217 17x24-64 37T Std ga.

New York Central & Hudson River B #494

New York Central C9 #196

New York Central C9 #495

New York Central C9 #330

New York Central C9 #510

ATX

529 4-4-0 C9

Schenectady 12/1886 #2218 17x24-64 37T Std ga.

New York Central & Hudson River B #495

New York Central C9 #225

New York Central C9 #496

New York Central C9 #367

New York Central C9 #529

ATX

530 4-4-0

Schenectady 1853 #45

4-4-0

Syracuse & Utica "Aeolus"

1853 to New York Central #97 (1<sup>st</sup>)

1877 to New York Central (New York Central & Hudson River) #530 (1<sup>st</sup>)

July 1881 scrapped

BAX

531 (1<sup>st</sup>) 4-4-0

Schenectady 1853 #34

4-4-0

Rochester & Syracuse "J. W. Brooks"

May 1853 to New York Central #98 (1<sup>st</sup>)

1877 to New York Central #531 (1<sup>st</sup>)

July 1879 scrapped

BAX

532 (1<sup>st</sup>) 4-4-0  
 Schenectady 1852 #7  
 4-4-0  
 Rochester & Syracuse "Waterloo"  
 May 1853 to New York Central #99 (1<sup>st</sup>)  
 1877 to New York Central (New York Central & Hudson River) #532 (1<sup>st</sup>)  
 1883 retired from service  
 BAX

533 (1<sup>st</sup>) 4-4-0  
 Schenectady 1852 #25  
 4-4-0  
 New York Central #100  
 1877 to New York Central (New York Central & Hudson River) #533 (1<sup>st</sup>)  
 1883 retired from service  
 BAX

534 (1<sup>st</sup>) 4-4-0  
 Schenectady 1852 #26  
 4-4-0  
 Rochester & Syracuse "Gen. Gould"  
 May 1853 to New York Central #101 (1<sup>st</sup>)  
 1874 rebuilt  
 16" bore  
 1877 to New York Central (New York Central & Hudson River) #534 (1<sup>st</sup>)  
 1890 to New York Central #239  
 BAX

536 (1<sup>st</sup>) 4-4-0  
 Rogers 1853 #376  
 4-4-0  
 Rochester & Syracuse "Horace White"  
 May 1853 to New York Central #103 (1<sup>st</sup>)  
 1877 to New York Central (New York Central & Hudson River) #536 (1<sup>st</sup>)  
 September 1880 scrapped  
 BAX, RA29

537 (1<sup>st</sup>) 4-4-0  
 Rogers 1853 #370  
 4-4-0  
 Rochester & Syracuse "Nathaniel Thayer"  
 May 1853 to New York Central #104 (1<sup>st</sup>)  
 1877 to New York Central (New York Central & Hudson River) #537 (1<sup>st</sup>)  
 1877 rebuilt  
 March 1889 scrapped  
 BAX

546 4-4-0 C9  
 Schenectady 12/1886 #2224 17x24-64 37T Std ga.  
 New York Central & Hudson River B #521  
 New York Central C9 #239  
 New York Central C9 #497  
 New York Central C9 #385  
 New York Central C9 #546  
 New York Central C9 #821  
 ATX

582 (2<sup>nd</sup>) 2-6-0 J  
 Rogers 1890 #4325  
 2-6-0  
 New York Central (New York Central & Hudson River) J #582 (2<sup>nd</sup>)  
 1899 to New York Central #1530  
 BAX

583 (2<sup>nd</sup>) 2-6-0 J  
 Rogers 1890 #4326  
 2-6-0  
 New York Central (New York Central & Hudson River) J #583 (2<sup>nd</sup>)  
 1899 to New York Central #1531  
 BAX

584 (2<sup>nd</sup>) 2-6-0 J  
 Rogers 1890 #4332  
 2-6-0  
 New York Central (New York Central & Hudson River) J #584 (2<sup>nd</sup>)  
 1899 to New York Central #1532  
 BAX

585 (2<sup>nd</sup>) 2-6-0 J  
Rogers 1890 #4333  
2-6-0  
New York Central (New York Central & Hudson River) J #585 (2<sup>nd</sup>)  
1899 to New York Central #1533  
BAX

586 (2<sup>nd</sup>) 2-6-0 J  
Rogers 1890 #4334  
2-6-0  
New York Central (New York Central & Hudson River) J #586 (2<sup>nd</sup>)  
1899 to New York Central #1534  
BAX

587 (2<sup>nd</sup>) 2-6-0 J  
Rogers 1890 #4335  
2-6-0  
New York Central (New York Central & Hudson River) J #587 (2<sup>nd</sup>)  
1899 to New York Central #1535  
BAX

588 (2<sup>nd</sup>) 2-6-0 J  
Rogers 1890 #4338  
2-6-0  
New York Central (New York Central & Hudson River) J #588 (2<sup>nd</sup>)  
1899 to New York Central #1536  
BAX

589 (2<sup>nd</sup>) 2-6-0 J  
Rogers 1890 #4339  
2-6-0  
New York Central (New York Central & Hudson River) J #589 (2<sup>nd</sup>)  
1899 to New York Central #1537  
BAX

590 (2<sup>nd</sup>) 2-6-0 J  
Rogers 1890 #4346  
2-6-0  
New York Central (New York Central & Hudson River) J #590 (2<sup>nd</sup>)  
1899 to New York Central #1538  
BAX

591 (2<sup>nd</sup>) 2-6-0 J  
Rogers 1890 #4347  
2-6-0  
New York Central (New York Central & Hudson River) J #591 (2<sup>nd</sup>)  
1899 to New York Central #1539  
BAX

592 (2<sup>nd</sup>) 2-6-0 J  
Rogers 1890 #4348  
2-6-0  
New York Central (New York Central & Hudson River) J #592 (2<sup>nd</sup>)  
1899 to New York Central #1540  
BAX

593 (2<sup>nd</sup>) 2-6-0 J  
Rogers 1890 #4349  
2-6-0  
New York Central (New York Central & Hudson River) J #593 (2<sup>nd</sup>)  
1899 to New York Central #1541  
BAX

594 (2<sup>nd</sup>) 2-6-0 J  
Rogers 1890 #4351  
2-6-0  
New York Central (New York Central & Hudson River) J #594 (2<sup>nd</sup>)  
1899 to New York Central #1542  
BAX

595 (2<sup>nd</sup>) 2-6-0 J  
Rogers 1890 #4352  
2-6-0  
New York Central (New York Central & Hudson River) J #595 (2<sup>nd</sup>)  
1899 to New York Central #1543  
BAX

596 (2<sup>nd</sup>) 2-6-0 J  
Rogers 1890 #4353  
2-6-0  
New York Central (New York Central & Hudson River) J #596 (2<sup>nd</sup>)  
1899 to New York Central #1544  
BAX

596 0-6-0

American Locomotive Company-Schenectady Works 1904 #29604

0-6-0

New York Central #596

1912 to New York Central (New York Central & Hudson River) B-10  
#440 (4<sup>th</sup>)

August 1926 sold to P&E #440

June 1934 sold

BAX

597 (2<sup>nd</sup>) 2-6-0 J

Rogers 1890 #4354

2-6-0

New York Central (New York Central & Hudson River) J #597 (2<sup>nd</sup>)

1899 to New York Central #1545

BAX

615 4-8-0

Schenectady 1893 #4001

4-8-0

New York Central #2615

1905 to New York Central (New York Central & Hudson River) H-1  
#3615 (1<sup>st</sup>)

1912 to New York Central #615

BAX

630 (7<sup>th</sup>) 0-6-0 B-10z

American Locomotive Company-Cooke Works 1906 #30175

0-6-0

#186

1926 to New York Central (New York Central) B-10z #630 (7<sup>th</sup>)

April 1934 scrapped

BAX

631 (4<sup>th</sup>) 0-6-0 B-10z

American Locomotive Company-Cooke Works 1906 #30176

0-6-0

#187

1926 to New York Central (New York Central) B-10z #631 (4<sup>th</sup>)

July 1935 scrapped

BAX

632 (4<sup>th</sup>) 0-6-0 B-10z

American Locomotive Company-Cooke Works 1906 #30177

0-6-0

#188

1926 to New York Central (New York Central) B-10z #632 (4<sup>th</sup>)

June 1932 scrapped

BAX

633 (4<sup>th</sup>) 0-6-0 B-10z

American Locomotive Company-Cooke Works 1906 #30178

0-6-0

#189

1926 to New York Central (New York Central) B-10z #633 (4<sup>th</sup>)

September 1931 rebuilt

0-6-0T

1936 to #6766

BAX

634 (5<sup>th</sup>) 0-6-0 B-10z

American Locomotive Company-Cooke Works 1906 #30179

0-6-0

#190

1926 to New York Central (New York Central) B-10z #634 (5<sup>th</sup>)

July 1932 scrapped

BAX

703 4-4-0

East Buffalo Shop 00/1880 #8

4-4-0

New York Central #703

00/1892 to New York Central (New York Central & Hudson River)

#1138 (1<sup>st</sup>)

November 1904 sold as scrap to Ginsburg

BAX

716 4-4-0

Rochester shop 1868 #27

4-4-0

New York Central #293 (1<sup>st</sup>)

1881 rebuilt

1890 to New York Central #716

BAX

717 4-4-0

Rochester shop 1869 #35

4-4-0

New York Central (New York Central & Hudson River) #295 (1<sup>st</sup>)

1890 to New York Central #717

BAX

718 4-4-0

Rochester shop 1869 #36

4-4-0

New York Central (New York Central & Hudson River) #296 (1<sup>st</sup>)

1890 to New York Central #718

BAX

721 4-4-0

East Buffalo Shop 00/1885 #43

4-4-0

New York Central #721

00/1892 to New York Central (New York Central & Hudson River) A2

#1135 (1<sup>st</sup>)

rebuilt C-7

New York Central (New York Central & Hudson River) C-7 #1135 (1<sup>st</sup>)

April 1905 sold to Hyman Construction Company

BAX

723 4-4-0

Schenectady 00/1853 #56

4-4-0

New York Central #33

1871 rebuilt

66" drivers

1877 to New York Central (New York Central & Hudson River) #469 (1<sup>st</sup>)

1889 to New York Central #723

00/1892 to New York Central (New York Central & Hudson River)

#1146 (1<sup>st</sup>)

by 1902 off roster

BAX

725 4-4-0

East Buffalo Shop 00/1886 #49

4-4-0

New York Central #725

00/1892 to New York Central (New York Central & Hudson River) A2

#1136 (1<sup>st</sup>)

rebuilt C-7

New York Central (New York Central & Hudson River) C-7 #1136 (1<sup>st</sup>)

00/1899 to #1131

BAX

772 4-4-0

Rochester shop 1873 #61

4-4-0

New York Central (New York Central & Hudson River) #389 (1<sup>st</sup>)

1880 rebuilt

17x24-76"

1890 to New York Central #772

BAX

773 4-4-0

Rochester shop 1873 #62

4-4-0

New York Central (New York Central & Hudson River) #390 (1<sup>st</sup>)

1880 rebuilt

17x24-70"

1890 to New York Central #773

BAX

792 (4<sup>th</sup>) 4-4-2 I-10g

American Locomotive Company-Schenectady Works 1906 #40196

4-4-2

New York Central #3792

1913 to New York Central (New York Central & Hudson River) I-10g

#792 (4<sup>th</sup>)

July 1926 scrapped

BAX

793 (4<sup>th</sup>) 4-4-2 I-10g  
American Locomotive Company-Schenectady Works 1906 #40198  
4-4-2  
New York Central #3793  
1913 to New York Central (New York Central & Hudson River) I-10g  
#793 (4<sup>th</sup>)  
May 1933 scrapped  
BAX

806 4-4-0 C-9  
Schenectady October 1881 #1445  
4-4-0 Standard gauge 17x24-60" 46T  
New York Central & Hudson River R #173  
to New York Central C-9 #411  
to New York Central C-9 #806  
ATX

808 (7<sup>th</sup>) 4-6-0  
American Locomotive Company-Schenectady Works 1906 #39952  
4-6-0  
U&D #30  
1936 to New York Central (New York Central) Fx #808 (7<sup>th</sup>)  
1948 to #1222  
BAX

809 (5<sup>th</sup>) 4-6-0  
American Locomotive Company-Schenectady Works 1906 #39954  
4-6-0  
U&D #32  
1923 rebuilt  
superheated  
U&D #32  
1936 to New York Central (New York Central) Fx #809 (5<sup>th</sup>)  
April 1945 scrapped  
BAX

810 (6<sup>th</sup>) 4-6-0  
American Locomotive Company-Schenectady Works 1906 #39955  
4-6-0  
U&D #33  
1936 to New York Central (New York Central) Fx #810 (6<sup>th</sup>)  
1948 to #1223  
BAX

811 (5<sup>th</sup>) 4-6-0  
American Locomotive Company-Schenectady Works 1906 #39956  
4-6-0  
U&D #34  
1924 rebuilt  
Superheated  
U&D #34  
1936 to New York Central (New York Central) Fx #811 (5<sup>th</sup>)  
1948 to (#1224)  
BAX

812 (5<sup>th</sup>) 4-6-0 Fx  
American Locomotive Company-Schenectady Works 1906 #39956  
4-6-0  
U&D #35  
1936 to New York Central (New York Central) Fx #812 (5<sup>th</sup>)  
1948 to #1225  
BAX

815 4-4-0 C9  
Schenectady 12/1886 #2214 17x24-64 37T Std ga.  
New York Central & Hudson River B #279  
New York Central C9 #490  
New York Central C9 #276  
New York Central C9 #482  
New York Central C9 #815  
ATX

817 4-4-0 C9  
Schenectady 12/1886 #2215 17x24-64 37T Std ga.  
New York Central & Hudson River B #451  
New York Central C9 #491  
New York Central C9 #282  
New York Central C9 #489  
New York Central C9 #817  
ATX

818 4-4-0 C9

Schenectady 12/1886 #2216 17x24-64 37T Std ga.

New York Central & Hudson River B #464

New York Central C9 #492

New York Central C9 #290

New York Central C9 #491

New York Central C9 #818

ATX

819 4-4-0

Lowell 00/1851 #91

4-4-0

February 1877 rebuilt New York shop of Hudson River Railroad c/n 40

New York Central #819

00/1892 to New York Central (New York Central & Hudson River)

#1113 (1<sup>st</sup>)

October 1893 scrapped

BAX

819 4-4-0 C9

Schenectady 12/1886 #2213 17x24-64 37T Std ga.

New York Central & Hudson River B #270

New York Central C9 #488

New York Central C9 #266

New York Central C9 #493

New York Central C9 #819

03/1908 Hazard, Coates & Bennett #1

ATX

820 4-4-0 C9

Schenectady 12/1886 #2222 17x24-64 37T Std ga.

New York Central & Hudson River B #472

New York Central C9 #76

New York Central C9 #496

New York Central C9 #291

New York Central C9 #495

New York Central C9 #820

ATX

820 (2<sup>nd</sup>) A-60 (CCC&StL)

Cleveland, Cincinnati, Chicago & Saint Louis #?

ca. 1902 to New York Central (Cleveland, Cincinnati, Chicago & Saint Louis) A-60 #820 (2<sup>nd</sup>)

00/1905 to New York Central (New York Central & Hudson River) #6053

BAX

821 4-4-0

Lowell 00/1852 #99

4-4-0

00/1873 rebuilt New York shop of Hudson River Railroad c/n 30

New York Central #821

00/1892 to New York Central (New York Central & Hudson River)

#1115 (1<sup>st</sup>)

00/1894 to Dunk. Allegh. Vy. & Pittsb.

BAX

821 4-4-0 C9

Schenectady 12/1886 #2224 17x24-64 37T Std ga.

New York Central & Hudson River B #521

New York Central C9 #239

New York Central C9 #497

New York Central C9 #385

New York Central C9 #546

New York Central C9 #821

ATX

822 4-4-0

Breese Kneeland 00/1853 #10

4-4-0

February 1877 rebuilt New York shop of Hudson River Railroad (c/n 41)

#822

00/1892 to New York Central (New York Central & Hudson River)

#1116 (1<sup>st</sup>)

November 1899 scrapped

BAX



826 4-4-0  
East Buffalo Shop 00/1886 #44  
4-4-0  
New York Central #826  
00/1892 to New York Central (New York Central & Hudson River) A2  
#1130 (1<sup>st</sup>)  
rebuilt C-7  
New York Central (New York Central & Hudson River) C-7 #1130 (1<sup>st</sup>)  
March 1908 sold to Continental Iron & Steel  
BAX

827 4-4-0  
East Buffalo Shop 00/1886 #48  
4-4-0  
New York Central #827  
00/1892 to New York Central (New York Central & Hudson River) A2  
#1131 (1<sup>st</sup>)  
October 1899 scrapped  
BAX

838 4-4-0  
East Buffalo Shop 00/1885 #41  
4-4-0  
New York Central #838  
00/1892 to New York Central (New York Central & Hudson River)  
#1132 (1<sup>st</sup>)  
August 1908 sold to Continental Iron & Steel  
BAX

841 2-6-0  
New York Locomotive Company February 1886 #123  
2-6-0 18x24" cylinders  
Rome, Watertown & Ogdensburg #12  
to Carthage & Adirondak #2  
to Rome, Watertown & Ogdensburg #12  
to New York Central #841  
to New York Central #500  
to New York Central #1795  
AJE

845 (4<sup>th</sup>) 4-6-0 F-12g  
American Locomotive Company-Schenectady Works 1908 #45348  
4-6-0  
New York Central #2132  
1936 to New York Central (New York Central) F-12g #845 (4<sup>th</sup>)  
1948 to New York Central #1258  
BAX

846 (4<sup>th</sup>) 4-6-0 F-12g  
American Locomotive Company-Schenectady Works 1908 #45350  
4-6-0  
New York Central #2134  
1936 to New York Central (New York Central) F-12g #846 (4<sup>th</sup>)  
1948 to New York Central #1259  
BAX

847 (4<sup>th</sup>) 4-6-0 F-12g  
American Locomotive Company-Schenectady Works 1908 #45351  
4-6-0  
New York Central #2135  
1936 to New York Central (New York Central) F-12g #847 (4<sup>th</sup>)  
1948 to New York Central #1260  
BAX

848 (4<sup>th</sup>) 4-6-0 F-12g  
American Locomotive Company-Schenectady Works 1908 #45352  
4-6-0  
New York Central #2136  
1936 to New York Central (New York Central) F-12g #848 (4<sup>th</sup>)  
1948 to New York Central #1261  
BAX

849 2-6-0  
New York Locomotive Company October 1883 #50  
2-6-0 18x24-57  
Rome, Watertown & Ogdensburg #5 (2<sup>nd</sup>)  
to New York Central #849  
to New York Central #1800  
AIZ

849 (3<sup>rd</sup>) 4-6-0 F-12g  
American Locomotive Company-Schenectady Works 1908 #45353  
4-6-0  
New York Central #2137  
1936 to New York Central (New York Central) F-12g #849 (3<sup>rd</sup>)  
1948 to New York Central #1262  
BAX

850 2-6-0  
New York Locomotive Company October 1883 #51  
2-6-0 18x24-57  
Rome, Watertown & Ogdensburg #6 (2<sup>nd</sup>)  
to New York Central #850  
to New York Central #1801  
AIZ

850 (4<sup>th</sup>) 4-6-0 F-12g  
American Locomotive Company-Schenectady Works 1908 #45354  
4-6-0  
New York Central #2138  
1936 to New York Central (New York Central) F-12g #850 (4<sup>th</sup>)  
1948 to New York Central #1263  
BAX

851 2-6-0  
New York Locomotive Company December 1883 #58  
2-6-0 18x24  
Washington, Ohio & Western #8  
returned to New York Locomotive Company  
to Post, Martin & Company  
to Rome, Watertown & Ogdensburg #7 (2<sup>nd</sup>)  
to New York Central #851  
to New York Central #1802  
AIZ

851 (4<sup>th</sup>) 4-6-0 F-12g  
American Locomotive Company-Schenectady Works 1908 #45355  
4-6-0  
New York Central #2139  
1936 to New York Central (New York Central) F-12g #851 (4<sup>th</sup>)  
1948 to New York Central #1264  
BAX

852 (2<sup>nd</sup>) 2-6-0 J3  
Baldwin 1876 #3933  
2-6-0  
RW&O #8  
1892 to New York Central (New York Central & Hudson River) J3  
#852 (2<sup>nd</sup>)  
1899 to New York Central (New York Central & Hudson River) #1803  
BAX

852 (4<sup>th</sup>) 4-6-0 F-12g  
American Locomotive Company-Schenectady Works 1908 #45357  
4-6-0  
New York Central #2141  
1936 to New York Central (New York Central) F-12g #852 (4<sup>th</sup>)  
1948 to New York Central #1265  
BAX

853 (2<sup>nd</sup>) 2-6-0 J3  
Baldwin 1876 #3933  
2-6-0  
RW&O #9  
1892 to New York Central (New York Central & Hudson River) J3  
#853 (2<sup>nd</sup>)  
1899 to New York Central #1899  
BAX

853 (4<sup>th</sup>) 4-6-0 F-12g  
American Locomotive Company-Schenectady Works 1908 #45358  
4-6-0  
New York Central #2142  
1936 to New York Central (New York Central) F-12g #853 (4<sup>th</sup>)  
1948 to New York Central #1266  
BAX

854 4-6-0

New York Locomotive Company November 1883 #52  
4-6-0 18x24-56  
Washington, Ohio & Western #7  
returned to New York Locomotive Company  
to Post, Martin & Company  
to Lackawanna & Pittsburgh #211  
returned to New York Locomotive Company  
to Rome, Watertown & Ogdensburg #10 (2<sup>nd</sup>)  
to New York Central #854  
AIZ

854 (4<sup>th</sup>) 4-6-0 F-12g

American Locomotive Company-Schenectady Works 1908 #45359  
4-6-0  
New York Central #2143  
1936 to New York Central (New York Central) F-12g #854 (4<sup>th</sup>)  
1948 to New York Central #1267  
BAX

855 4-4-0

New York Locomotive Company December 1883 #57  
4-4-0 18x24  
Lackawanna & Pittsburgh #204  
returned to New York Locomotive Company  
to Post, Martin & Company  
to Rome, Watertown & Ogdensburg #11 (2<sup>nd</sup>)  
to New York Central #855  
AIZ

855 (4<sup>th</sup>) 4-6-0 F-12g

American Locomotive Company-Schenectady Works 1908 #45360  
4-6-0  
New York Central #2144  
1936 to New York Central (New York Central) F-12g #855 (4<sup>th</sup>)  
1948 to New York Central #1268  
BAX

856 2-6-0

New York Locomotive Company February 1886 #122  
2-6-0 18x24" cylinders  
Rome, Watertown & Ogdensburg #13 (2<sup>nd</sup>)  
to New York Central #856  
to New York Central #1805  
AJE

856 (4<sup>th</sup>) 4-6-0 F-12g

American Locomotive Company-Schenectady Works 1908 #45361  
4-6-0  
New York Central #2145  
1936 to New York Central (New York Central) F-12g #856 (4<sup>th</sup>)  
1948 to New York Central #1269  
BAX

857 (4<sup>th</sup>) 4-6-0 F-12g

American Locomotive Company-Schenectady Works 1908 #45362  
4-6-0  
New York Central #2146  
1936 to New York Central (New York Central) F-12g #857 (4<sup>th</sup>)  
1948 to New York Central #1270  
BAX

858 (4<sup>th</sup>) 4-6-0 F-12g

American Locomotive Company-Schenectady Works 1908 #45363  
4-6-0  
New York Central #2147  
1936 to New York Central (New York Central & Hudson River) F-12g  
#858 (4<sup>th</sup>)  
1948 to New York Central #1271  
BAX

859 (4<sup>th</sup>) 4-6-0 F-12g

American Locomotive Company-Schenectady Works 1908 #45364  
4-6-0  
New York Central #2148  
1936 to New York Central (New York Central) F-12g #859 (4<sup>th</sup>)  
1948 to New York Central #1272  
BAX

860 (4<sup>th</sup>) 4-6-0 F-12g  
American Locomotive Company-Schenectady Works 1908 #45365  
4-6-0  
New York Central #2149  
1936 to New York Central (New York Central) F-12g #860 (4<sup>th</sup>)  
1948 to New York Central #1273  
BAX

861 (4<sup>th</sup>) 4-6-0 F-12g  
American Locomotive Company-Schenectady Works 1908 #45366  
4-6-0  
New York Central #2150  
1936 to New York Central (New York Central) F-12g #861 (4<sup>th</sup>)  
1948 to New York Central #1274  
BAX

862 (5<sup>th</sup>) 4-6-0 F-12g  
American Locomotive Company-Schenectady Works 1908 #45367  
4-6-0  
New York Central #2151  
1936 to New York Central (New York Central) F-12g #862 (5<sup>th</sup>)  
1948 to New York Central #1275  
BAX

863 (5<sup>th</sup>) 4-6-0 F-12g  
American Locomotive Company-Schenectady Works 1908 #45368  
4-6-0  
New York Central #2152  
1936 to New York Central (New York Central) F-12g #863 (5<sup>th</sup>)  
1948 to New York Central #1276  
BAX

864 (5<sup>th</sup>) 4-6-0 F-12g  
American Locomotive Company-Schenectady Works 1908 #45369  
4-6-0  
New York Central #2153  
1936 to New York Central (New York Central) F-12g #864 (5<sup>th</sup>)  
1948 to New York Central #1277  
BAX

865 (5<sup>th</sup>) 4-6-0 F-12g  
American Locomotive Company-Schenectady Works 1908 #45370  
4-6-0  
New York Central #2154  
1936 to New York Central (New York Central) F-12g #865 (5<sup>th</sup>)  
1948 to New York Central #1278  
BAX

894 2-6-0 E1  
American Locomotive Company-Rhode Island Works January 1904  
#29372 Order H502  
2-6-0 Standard gauge 20x28-63" 76T  
New York Central (New York Central & Hudson River) E1 #894  
LEH

896 4-4-2  
American Locomotive Company-Schenectady Works 1904 #29580  
4-4-2  
New York Central #2896  
1905 to New York Central (New York Central & Hudson River) Ib  
#3896 (1<sup>st</sup>)  
to New York Central (New York Central & Hudson River) Id #3896 (1<sup>st</sup>)  
1913 to New York Central #896  
BAX

897 4-4-2  
American Locomotive Company-Schenectady Works 1904 #29581  
4-4-2  
New York Central #2897  
1905 to New York Central (New York Central & Hudson River) Ib  
#3897 (1<sup>st</sup>)  
to New York Central (New York Central & Hudson River) Id #3897 (1<sup>st</sup>)  
1913 to New York Central #897  
BAX

898 4-4-2

American Locomotive Company-Schenectady Works 1904 #29582  
4-4-2

New York Central #2898

1905 to New York Central (New York Central & Hudson River) Ib  
#3898 (1<sup>st</sup>)

to New York Central (New York Central & Hudson River) Id #3898 (1<sup>st</sup>)

1913 to New York Central #898

BAX

899 4-4-2

American Locomotive Company-Schenectady Works 1904 #29583  
4-4-2

New York Central #2899

1905 to New York Central (New York Central & Hudson River) Ib  
#3899 (1<sup>st</sup>)

to New York Central (New York Central & Hudson River) Id #3899 (1<sup>st</sup>)

1913 to New York Central #899

BAX

900 4-4-2

American Locomotive Company-Schenectady Works 1904 #29584  
4-4-2

New York Central #2900

1905 to New York Central (New York Central & Hudson River) Ib  
#3900 (1<sup>st</sup>)

to New York Central (New York Central & Hudson River) Id #3900 (1<sup>st</sup>)

1913 to New York Central #900

BAX

901 4-4-2

American Locomotive Company-Schenectady Works 1904 #29585  
4-4-2

New York Central #2901

1905 to New York Central (New York Central & Hudson River) Ib  
#3901 (1<sup>st</sup>)

to New York Central (New York Central & Hudson River) Id #3901 (1<sup>st</sup>)

1913 to New York Central #901

BAX

902 4-4-2

American Locomotive Company-Schenectady Works 1904 #29586  
4-4-2

New York Central #2902

1905 to New York Central (New York Central & Hudson River) Ib  
#3902 (1<sup>st</sup>)

to New York Central (New York Central & Hudson River) Id #3902 (1<sup>st</sup>)

1913 to New York Central #902

BAX

903 4-4-2

American Locomotive Company-Schenectady Works 1904 #29587  
4-4-2

New York Central #2903

1905 to New York Central (New York Central & Hudson River) Ib  
#3903 (1<sup>st</sup>)

to New York Central (New York Central & Hudson River) Id #3903 (1<sup>st</sup>)

1913 to New York Central #903

BAX

904 4-4-2

American Locomotive Company-Schenectady Works 1904 #29588  
4-4-2

New York Central #2904

1905 to New York Central (New York Central & Hudson River) Ib  
#3904 (1<sup>st</sup>)

to New York Central (New York Central & Hudson River) Id #3904 (1<sup>st</sup>)

1913 to New York Central #904

BAX

905 4-4-2

American Locomotive Company-Schenectady Works 1904 #29589  
4-4-2

New York Central #2905

1905 to New York Central (New York Central & Hudson River) Ib  
#3905 (1<sup>st</sup>)

to New York Central (New York Central & Hudson River) Id #3905 (1<sup>st</sup>)

1913 to New York Central #905

BAX

906 4-4-2

American Locomotive Company-Schenectady Works 1904 #29590  
4-4-2

New York Central #2906

1905 to New York Central (New York Central & Hudson River) Ib  
#3906 (1<sup>st</sup>)

to New York Central (New York Central & Hudson River) Id #3906 (1<sup>st</sup>)

1913 to New York Central #906

BAX

907 4-4-2

American Locomotive Company-Schenectady Works 1904 #29591  
4-4-2

New York Central #2907

1905 to New York Central (New York Central & Hudson River) Ib  
#3907 (1<sup>st</sup>)

to New York Central (New York Central & Hudson River) Id #3907 (1<sup>st</sup>)

1913 to New York Central #907

BAX

908 4-4-2

American Locomotive Company-Schenectady Works 1904 #29592  
4-4-2

New York Central #2908

1905 to New York Central (New York Central & Hudson River) Ib  
#3908 (1<sup>st</sup>)

to New York Central (New York Central & Hudson River) Id #3908 (1<sup>st</sup>)

1913 to New York Central #908

BAX

909 4-4-2

American Locomotive Company-Schenectady Works 1904 #29593  
4-4-2

New York Central #2909

1905 to New York Central (New York Central & Hudson River) Ib  
#3909 (1<sup>st</sup>)

to New York Central (New York Central & Hudson River) Id #3909 (1<sup>st</sup>)

1913 to New York Central #909

BAX

910 4-4-2

American Locomotive Company-Schenectady Works 1904 #29594  
4-4-2

New York Central #2910

1905 to New York Central (New York Central & Hudson River) Ib  
#3910 (1<sup>st</sup>)

to New York Central (New York Central & Hudson River) Id #3910 (1<sup>st</sup>)

1913 to New York Central #910

BAX

911 4-4-2

American Locomotive Company-Schenectady Works 1904 #29595  
4-4-2

New York Central #2911

1905 to New York Central (New York Central & Hudson River) Ib  
#3911 (1<sup>st</sup>)

to New York Central (New York Central & Hudson River) Id #3911 (1<sup>st</sup>)

1913 to New York Central #911

BAX

912 4-4-2

American Locomotive Company-Schenectady Works 1904 #29596  
4-4-2

New York Central #2912

1905 to New York Central (New York Central & Hudson River) Ib  
#3912 (1<sup>st</sup>)

to New York Central (New York Central & Hudson River) Id #3912 (1<sup>st</sup>)

1913 to New York Central #912

BAX

913 4-4-2

American Locomotive Company-Schenectady Works 1904 #29597  
4-4-2

New York Central #2913

1905 to New York Central (New York Central & Hudson River) Ib  
#3913 (1<sup>st</sup>)

to New York Central (New York Central & Hudson River) Id #3913 (1<sup>st</sup>)

1913 to New York Central #913

BAX

914 4-4-2

American Locomotive Company-Schenectady Works 1904 #29598  
4-4-2

New York Central #2914

1905 to New York Central (New York Central & Hudson River) Ib  
#3914 (1<sup>st</sup>)

to New York Central (New York Central & Hudson River) Id #3914 (1<sup>st</sup>)

1913 to New York Central #914

BAX

915 4-4-2

American Locomotive Company-Schenectady Works 1904 #29599  
4-4-2

New York Central #2915

1905 to New York Central (New York Central & Hudson River) Ic  
#3915 (1<sup>st</sup>)

1913 to New York Central #915

BAX

931 (2<sup>nd</sup>) 4-4-2 Ia

American Locomotive Company-Schenectady Works 1902 #26645  
4-4-2

New York Central #3931

1913 to New York Central (New York Central & Hudson River) Ia  
#931 (2<sup>nd</sup>)

November 1922 sold to Rochester Iron & Metal

BAX

932 (2<sup>nd</sup>) 4-4-2 Ia

American Locomotive Company-Schenectady Works 1902 #26646  
4-4-2

New York Central #3932

1913 to New York Central (New York Central & Hudson River) Ia  
#932 (2<sup>nd</sup>)

August 1922 sold to Pennsylvania Wood & Iron

BAX

933 (2<sup>nd</sup>) 4-4-2 Ia

American Locomotive Company-Schenectady Works 1902 #26647  
4-4-2

New York Central #3933

1913 to New York Central (New York Central & Hudson River) Ia  
#933 (2<sup>nd</sup>)

August 1922 sold to Pennsylvania Wood & Iron

BAX

934 (2<sup>nd</sup>) 4-4-2 Ia/I-10a

American Locomotive Company-Schenectady Works 1902 #26648  
4-4-2

New York Central #3934

1913 to New York Central (New York Central & Hudson River) Ia  
#934 (2<sup>nd</sup>)

1918 rebuilt

superheated

New York Central (New York Central & Hudson River) I-10a #934 (2<sup>nd</sup>)

July 1928 scrapped

BAX

935 (2<sup>nd</sup>) 4-4-2 Ia

American Locomotive Company-Schenectady Works 1902 #26649  
4-4-2

New York Central #3935

1913 to New York Central (New York Central & Hudson River) Ia  
#935 (2<sup>nd</sup>)

July 1923 scrapped

BAX

936 (2<sup>nd</sup>) 4-4-2 Ia

American Locomotive Company-Schenectady Works 1902 #26650  
4-4-2

New York Central #3936

1913 to New York Central (New York Central & Hudson River) Ia  
#936 (2<sup>nd</sup>)

July 1923 scrapped

BAX

937 (2<sup>nd</sup>) 4-4-2 Ia

American Locomotive Company-Schenectady Works 1902 #26651  
4-4-2

New York Central #3937

1913 to New York Central (New York Central & Hudson River) Ia  
#937 (2<sup>nd</sup>)

June 1926 scrapped

BAX

938 (2<sup>nd</sup>) 4-4-2 Ia

American Locomotive Company-Schenectady Works 1902 #26652  
4-4-2

New York Central #3938

1913 to New York Central (New York Central & Hudson River) Ia  
#938 (2<sup>nd</sup>)

September 1923 scrapped

BAX

939 (2<sup>nd</sup>) 4-4-2 Ia/I-10a

American Locomotive Company-Schenectady Works 1902 #26653  
4-4-2

New York Central #3939

1913 to New York Central (New York Central & Hudson River) Ia  
#939 (2<sup>nd</sup>)

1924 rebuilt  
superheated

New York Central (New York Central & Hudson River) I-10a #939 (2<sup>nd</sup>)

May 1929 scrapped

BAX

940 (2<sup>nd</sup>) 4-4-2 Ia

American Locomotive Company-Schenectady Works 1902 #26654  
4-4-2

New York Central #3940

1913 to New York Central (New York Central & Hudson River) Ia  
#940 (2<sup>nd</sup>)

November 1922 sold to Pennsylvania Wood & Iron

BAX

941 (2<sup>nd</sup>) 4-4-2 Ia

American Locomotive Company-Schenectady Works 1902 #26655  
4-4-2

New York Central #3941

1913 to New York Central (New York Central & Hudson River) Ia  
#941 (2<sup>nd</sup>)

November 1922 sold to Rochester Iron & Metal

BAX

942 (2<sup>nd</sup>) 4-4-2 Ia

American Locomotive Company-Schenectady Works 1902 #26656  
4-4-2

New York Central #3942

1913 to New York Central (New York Central & Hudson River) Ia  
#942 (2<sup>nd</sup>)

December 1925 scrapped

BAX

943 (2<sup>nd</sup>) 4-4-2 Ia

American Locomotive Company-Schenectady Works 1902 #26657  
4-4-2

New York Central #3943

1913 to New York Central (New York Central & Hudson River) Ia  
#943 (2<sup>nd</sup>)

November 1923 sold to Pennsylvania Wood & Iron

BAX

944 (2<sup>nd</sup>) 4-4-2 Ia

American Locomotive Company-Schenectady Works 1902 #26658  
4-4-2

New York Central #3944

1913 to New York Central (New York Central & Hudson River) Ia  
#944 (2<sup>nd</sup>)

November 1922 sold to Rochester Iron & Metal

BAX



945 (2<sup>nd</sup>) 4-4-2 Ia  
American Locomotive Company-Schenectady Works 1902 #26659  
4-4-2  
New York Central #3945  
1913 to New York Central (New York Central & Hudson River) Ia  
#945 (2<sup>nd</sup>)  
November 1923 sold to Pennsylvania Wood & Iron  
BAX

946 (2<sup>nd</sup>) 4-4-2 Ia  
American Locomotive Company-Schenectady Works 1902 #26660  
4-4-2  
New York Central #3946  
1913 to New York Central (New York Central & Hudson River) Ia  
#946 (2<sup>nd</sup>)  
November 1922 sold to Rochester Iron & Metal  
BAX

947 (3<sup>rd</sup>) 4-4-2 Ia  
American Locomotive Company-Schenectady Works 1902 #26661  
4-4-2  
New York Central #3947  
1913 to New York Central (New York Central & Hudson River) Ia  
#947 (3<sup>rd</sup>)  
July 1925 scrapped  
BAX

954 4-4-2  
American Locomotive Company-Schenectady Works 1902 #25022  
4-4-2 21x26-79" 176,000  
New York Central (New York Central & Hudson River) I #2954  
1905 to New York Central (New York Central & Hudson River) I  
#3954 (1<sup>st</sup>)  
1913 to New York Central #954  
BAX, R97

955 4-4-2  
American Locomotive Company-Schenectady Works 1902 #25023  
4-4-2 21x26-79" 176,000  
New York Central (New York Central & Hudson River) Ia #2955 (1<sup>st</sup>)  
to New York Central (New York Central & Hudson River) I #2955 (1<sup>st</sup>)  
1905 to New York Central (New York Central & Hudson River) I  
#3955 (1<sup>st</sup>)  
1913 to New York Central #955  
BAX, R97

956 4-4-2  
American Locomotive Company-Schenectady Works 1902 #25024  
4-4-2 21x26-79" 176,000  
New York Central (New York Central & Hudson River) Ia #2956 (1<sup>st</sup>)  
to New York Central (New York Central & Hudson River) I #2956 (1<sup>st</sup>)  
1905 to New York Central (New York Central & Hudson River) I  
#3956 (1<sup>st</sup>)  
1913 to New York Central #956  
BAX, R97

957 4-4-2  
American Locomotive Company-Schenectady Works 1902 #25025  
4-4-2 21x26-79" 176,000  
New York Central (New York Central & Hudson River) Ia #2957 (1<sup>st</sup>)  
to New York Central (New York Central & Hudson River) I #2957 (1<sup>st</sup>)  
1905 to New York Central (New York Central & Hudson River) I  
#3957 (1<sup>st</sup>)  
1913 to New York Central #957  
BAX, R97

958 4-4-2  
American Locomotive Company-Schenectady Works 1902 #25026  
4-4-2 21x26-79" 176,000  
New York Central (New York Central & Hudson River) Ia #2958 (1<sup>st</sup>)  
to New York Central (New York Central & Hudson River) I #2958 (1<sup>st</sup>)  
1905 to new York Central (New York Central & Hudson River) I  
#3958 (1<sup>st</sup>)  
1913 to New York Central #958  
BAX, R97

959 4-4-2

American Locomotive Company-Schenectady Works 1902 #25027  
4-4-2 21x26-79" 176,000  
New York Central (New York Central & Hudson River) I #2959  
1905 to New York Central (New York Central & Hudson River) I  
#3959 (1<sup>st</sup>)  
1913 to New York Central #959  
BAX, R97

960 4-4-2

American Locomotive Company-Schenectady Works 1902 #25028  
4-4-2 21x26-79" 176,000  
New York Central (New York Central & Hudson River) I #2960  
1905 to New York Central (New York Central & Hudson River) I  
#3960 (1<sup>st</sup>)  
1913 to New York Central #960  
BAX, R97

961 4-4-2

American Locomotive Company-Schenectady Works 1902 #25029  
4-4-2 21x26-79" 176,000  
New York Central (New York Central & Hudson River) I #2961  
1905 to New York Central (New York Central & Hudson River) I  
#3961 (1<sup>st</sup>)  
1913 to New York Central #961  
BAX, R97

962 4-4-2

American Locomotive Company-Schenectady Works 1902 #25030  
4-4-2 21x26-79" 176,000  
New York Central (New York Central & Hudson River) I #2962  
1905 to New York Central (New York Central & Hudson River) I  
#3962 (1<sup>st</sup>)  
1913 to New York Central #962  
BAX, R97

963 4-4-2

American Locomotive Company-Schenectady Works 1902 #25031  
4-4-2 21x26-79" 176,000  
New York Central (New York Central & Hudson River) I #2963  
1905 to New York Central (New York Central & Hudson River) I  
#3963 (1<sup>st</sup>)  
1913 to New York Central #963  
BAX, R97

964 4-4-2

American Locomotive Company-Schenectady Works 1902 #25032  
4-4-2 21x26-79" 176,000  
New York Central (New York Central & Hudson River) #2964  
1905 to New York Central (New York Central & Hudson River) I  
#3964 (1<sup>st</sup>)  
1913 to New York Central #964  
BAX, R97

965 4-4-2

American Locomotive Company-Schenectady Works 1902 #25033  
4-4-2 21x26-79" 176,000  
New York Central (New York Central & Hudson River) I #2965  
1905 to New York Central (New York Central & Hudson River) I  
#3965 (1<sup>st</sup>)  
1913 to New York Central #965  
BAX, R97

966 4-4-2

American Locomotive Company-Schenectady Works 1902 #25034  
4-4-2 21x26-79" 176,000  
New York Central (New York Central & Hudson River) I #2966  
1905 to New York Central (New York Central & Hudson River) I  
#3966 (1<sup>st</sup>)  
1913 to New York Central #966  
BAX, R97

967 4-4-2

American Locomotive Company-Schenectady Works 1902 #25035  
4-4-2 21x26-79" 176,000  
New York Central (New York Central & Hudson River) I #2967  
1905 to New York Central (New York Central & Hudson River) I  
#3967 (1<sup>st</sup>)  
1913 to New York Central #967  
BAX, R97

968 4-4-2

American Locomotive Company-Schenectady Works 1902 #25036  
4-4-2 21x26-79" 176,000  
New York Central (New York Central & Hudson River) I #2968  
1905 to New York Central (New York Central & Hudson River) I  
#3968 (1<sup>st</sup>)  
1913 to New York Central #968  
BAX, R97

997 2-8-0

Schenectady 1893 #4056  
2-8-0  
New York Central #997  
1899 to New York Central (New York Central & Hudson River) G-13  
#2211 (1<sup>st</sup>)  
October 1907 sold to Kilby Car & Locomotive  
BAX

996 2-8-0

Schenectady 1893 #4055  
2-8-0  
New York Central #996  
1899 to New York Central (New York Central & Hudson River) G-13  
#2210 (1<sup>st</sup>)  
October 1907 sold to Kilby Car & Locomotive  
BAX

1101 (3<sup>rd</sup>) 2-8-0 G-43a

Brooks 00/1901 #3893  
2-8-0  
New York Central #5766  
00/1936 to New York Central (Lake Shore & Michigan Southern) G-43a  
#1101 (3<sup>rd</sup>)  
August 1949 scrapped  
BAX

1102 (3<sup>rd</sup>) 2-8-0 G-43a

Brooks 00/1901 #3920  
2-8-0  
New York Central #5775  
00/1936 to New York Central (Lake Shore & Michigan Southern) G-43a  
#1102 (3<sup>rd</sup>)  
August 1949 scrapped  
BAX

1103 (3<sup>rd</sup>) 2-8-0 G-43b

Brooks 00/1901 #4086  
2-8-0  
New York Central #5804  
00/1936 to New York Central (Lake Shore & Michigan Southern) G-43b  
#1103 (3<sup>rd</sup>)  
September 1949 scrapped  
BAX

1104 (3<sup>rd</sup>) 2-8-0 G-43b

Brooks 00/1901 #4088  
2-8-0  
New York Central #5806  
00/1936 to New York Central (Lake Shore & Michigan Southern) G-43b  
#1104 (3<sup>rd</sup>)  
August 1949 scrapped  
BAX

1112 (2<sup>nd</sup>) 4-4-0  
 Brooks 00/1879 #361  
 4-4-0  
 New York & Northern #2  
 January 1894 to New York Central (New York Central & Hudson River)  
 #1112 (2<sup>nd</sup>)  
 August 1899 scrapped  
 BAX

1112 (4<sup>th</sup>) 2-8-0  
 American Locomotive Company-Schenectady Works 1912 #51219  
 2-8-0  
 #9652  
 1936 to New York Central G-46e #1112 (4<sup>th</sup>)  
 September 1947 scrapped  
 BAX

1112 (5<sup>th</sup>) 2-8-0  
 American Locomotive Company-Brooks Works 1909 #46216  
 2-8-0  
 #958  
 1948 to New York Central G-6j #1112 (5<sup>th</sup>)  
 1952 to #1194  
 BAX

1113 (1<sup>st</sup>) 4-4-0  
 Lowell 00/1851 #91  
 4-4-0  
 February 1877 rebuilt New York shop of Hudson River Railroad c/n 40  
 New York Central #819  
 00/1892 to New York Central (New York Central & Hudson River)  
 #1113 (1<sup>st</sup>)  
 October 1893 scrapped  
 BAX

1113 (2<sup>nd</sup>) 4-4-0  
 Brooks 00/1879 #362  
 4-4-0  
 New York & Northern #3  
 January 1894 to New York Central (New York Central & Hudson River)  
 #1113 (2<sup>nd</sup>)  
 August 1899 scrapped  
 BAX

1113 (4<sup>th</sup>) 2-8-0 G-46e  
 American Locomotive Company-Schenectady Works 1912 #51220  
 2-8-0  
 #9653  
 1936 to New York Central G-46e #1113 (4<sup>th</sup>)  
 August 1948 to #1183 (2<sup>nd</sup>)  
 BAX

1113 (5<sup>th</sup>) 2-8-0 G-6j  
 American Locomotive Company-Brooks Works 1909 #46218  
 2-8-0  
 #960  
 1948 to New York Central G-6j #1113 (5<sup>th</sup>)  
 1952 to #1195  
 BAX

1114 (3<sup>rd</sup>) 2-8-0 G-46e  
 American Locomotive Company-Schenectady Works 1912 #51221  
 2-8-0  
 #9654  
 1936 to New York Central G-46e #1114 (3<sup>rd</sup>)  
 August 1948 to #1187 (2<sup>nd</sup>)  
 BAX

1114 (4<sup>th</sup>) 2-8-0 G-6j  
 American Locomotive Company-Brooks Works 1909 #46220  
 2-8-0  
 #962  
 1948 to New York Central G-6j #1114 (4<sup>th</sup>)  
 1952 to #1196  
 BAX

1115 (1<sup>st</sup>) 4-4-0  
 Lowell 00/1852 #99  
 4-4-0  
 00/1873 rebuilt New York shop of Hudson River Railroad c/n 30  
 New York Central #821  
 00/1892 to New York Central (New York Central & Hudson River)  
 #1115 (1<sup>st</sup>)  
 00/1894 to Dunk. Allegh. Vy. & Pittsb.  
 BAX

1115 (3<sup>rd</sup>) 2-8-0 G-46e  
American Locomotive Company-Schenectady Works 1912 #51222  
2-8-0  
#9655  
1936 to New York Central G-46e #1115 (3<sup>rd</sup>)  
August 1948 to #1188 (2<sup>nd</sup>)  
BAX

1115 (4<sup>th</sup>) 2-8-0 G-6j  
American Locomotive Company-Brooks Works 1909 #46222  
2-8-0  
#964  
1948 to New York Central G-6j #1115 (4<sup>th</sup>)  
1952 to #1197  
BAX

1116 (1<sup>st</sup>) 4-4-0  
Breese Kneeland 00/1853 #10  
4-4-0  
February 1877 rebuilt New York shop of Hudson River Railroad (c/n 41)  
#822  
00/1892 to New York Central (New York Central & Hudson River)  
#1116 (1<sup>st</sup>)  
November 1899 scrapped  
BAX

1116 (3<sup>rd</sup>) 2-8-0 G-46e  
American Locomotive Company-Schenectady Works 1912 #51223  
2-8-0  
#9656  
1936 to New York Central (Toledo & Ohio Central) G-46e #1116 (3<sup>rd</sup>)  
February 1946 scrapped  
BAX

1116 (4<sup>th</sup>) 2-8-0 G-6j  
American Locomotive Company-Schenectady Works 1909 #46224  
2-8-0  
#966  
1948 to New York Central G-6j #1116 (4<sup>th</sup>)  
1952 to #1198  
BAX

1117 (3<sup>rd</sup>) 2-8-0 G-6j  
American Locomotive Company-Brooks Works 1909 #46229  
2-8-0  
#971  
1948 to New York Central G-6j #1117 (3<sup>rd</sup>)  
1951 to #1199  
BAX

1118 (3<sup>rd</sup>) 2-8-0 G-46e  
American Locomotive Company-Schenectady Works 1912 #51225  
2-8-0  
#9658  
1936 to New York Central G-46e #1118 (3<sup>rd</sup>)  
August 1948 to #1189 (2<sup>nd</sup>)  
BAX

1118 (4<sup>th</sup>) 2-8-0 G-6m  
American Locomotive Company-Brooks Works 1910 #47270  
2-8-0  
#929  
1948 to New York Central G-6m #1118 (4<sup>th</sup>)  
May 1949 retired from service  
September 1949 scrapped  
BAX

1119 (3<sup>rd</sup>) 2-8-0 G-46e  
American Locomotive Company-Schenectady Works 1912 #51226  
2-8-0  
#9659  
1936 to New York Central G-46e #1119 (3<sup>rd</sup>)  
August 1948 to #1194 (2<sup>nd</sup>)  
BAX

1119 (4<sup>th</sup>) 2-8-0 G-6m  
American Locomotive Company-Brooks Works 1910 #47271  
2-8-0  
#930  
1948 to New York Central G-6m #1119 (4<sup>th</sup>)  
March 1950 retired from service  
May 1950 scrapped  
BAX

1120 (3<sup>rd</sup>) 2-8-0 G-46e  
American Locomotive Company-Schenectady Works 1912 #51227  
2-8-0  
#9660  
1936 to New York Central G-46e #1120 (3<sup>rd</sup>)  
October 1947 scrapped  
BAX

1120 (4<sup>th</sup>) 2-8-0 G-6m  
American Locomotive Company-Brooks Works 1910 #47276  
2-8-0  
#931  
1948 to New York Central G-6m #1120 (4<sup>th</sup>)  
by 1950 retired from service  
BAX

1121 (2<sup>nd</sup>) 4-4-0  
Brooks 00/1880 #452  
New York & Putnam #5  
February 1894 to New York Central (New York Central & Hudson River)  
#1121 (2<sup>nd</sup>)  
August 1899 scrapped  
BAX

1121 (4<sup>th</sup>) 2-8-0 G-46e  
American Locomotive Company-Schenectady Works 1912 #51228  
2-8-0  
#9661  
1936 to New York Central G-46e #1121 (4<sup>th</sup>)  
February 1946 scrapped  
BAX

1121 (5<sup>th</sup>) 2-8-0 G-6m  
American Locomotive Company-Brooks Works 1910 #47280  
2-8-0  
#933  
1948 to New York Central G-6m #1121 (5<sup>th</sup>)  
March 1950 retired from service  
May 1950 scrapped  
BAX

1122 (2<sup>nd</sup>) 4-4-0  
Brooks 00/1880 #453  
4-4-0  
New York & Northern #6  
January 1894 to New York Central (New York Central & Hudson River)  
#1122 (2<sup>nd</sup>)  
August 1899 scrapped  
BAX

1122 (4<sup>th</sup>) 2-8-0 G-46f  
American Locomotive Company-Brooks Works 1910 #49149  
2-8-0  
#5408  
1936 to New York Central (CI&S) G-46f #1122 (4<sup>th</sup>)  
September 1947 scrapped  
BAX

1122 (5<sup>th</sup>) 2-8-0 G-6m  
American Locomotive Company-Brooks Works 1910 #47288  
2-8-0  
#938  
1948 to New York Central G-6m #1122 (5<sup>th</sup>)  
September 1948 retired from service  
November 1948 scrapped  
BAX

1123 (2<sup>nd</sup>) 4-4-0  
Brooks 00/1880 #454  
4-4-0  
New York & Northern #7  
January 1894 to New York Central (New York Central & Hudson River)  
#1123 (2<sup>nd</sup>)  
August 1899 scrapped  
BAX

1123 (4<sup>th</sup>) 2-8-0 G-46f  
American Locomotive Company-Brooks Works 1910 #49153  
2-8-0  
#5412  
1936 to New York Central (Lake Shore & Michigan Southern) G-46 f  
#1123 (4<sup>th</sup>)  
June 1940 scrapped  
BAX

1123 (5<sup>th</sup>) 2-8-0 G-6m  
American Locomotive Company-Brooks Works 1910 #47292  
2-8-0  
#941  
1948 to New York Central G-6m #1123 (5<sup>th</sup>)  
February 1950 retired from service  
February 1950 scrapped  
BAX

1124 (3<sup>rd</sup>) 2-8-0 G-46f  
American Locomotive Company-Brooks Works 1910 #49159  
2-8-0  
Lake Shore & Michigan Southern #5418  
1936 to New York Central (Lake Shore & Michigan Southern) G-46f  
#1124 (3<sup>rd</sup>)  
December 1947 scrapped  
BAX

1124 (4<sup>th</sup>) 2-8-0 G-6m  
American Locomotive Company-Brooks Works 1910 #47296  
2-8-0  
#944  
1948 to New York Central G-6m #1124 (4<sup>th</sup>)  
February 1950 retired from service  
February 1950 scrapped  
BAX

1125 (3<sup>rd</sup>) 2-8-0 G-46f  
American Locomotive Company-Brooks Works 1910 #49165  
2-8-0  
Lake Shore & Michigan Southern #5424  
1936 to New York Central (Lake Shore & Michigan Southern) G-46f  
#1125 (3<sup>rd</sup>)  
December 1947 scrapped  
BAX

1125 (4<sup>th</sup>) 2-8-0 G-6m  
American Locomotive Company-Brooks Works 1910 #47304  
2-8-0  
#949  
1948 to New York Central G-6m #1125 (4<sup>th</sup>)  
February 1950 retired from service  
March 1950 scrapped  
BAX

1126 (3<sup>rd</sup>) 2-8-0 G-46g  
American Locomotive Company-Brooks Works 1911 #49531  
2-8-0  
Lake Shore & Michigan Southern #5566  
1936 to New York Central (Lake Shore & Michigan Southern) G-46g  
#1126 (3<sup>rd</sup>) (never relettered)  
February 1936 scrapped  
BAX

1126 (4<sup>th</sup>) 2-8-0 G-6m  
American Locomotive Company-Brooks Works 1910 #47305  
2-8-0  
#950  
1948 to New York Central G-6m #1126 (4<sup>th</sup>)  
March 1950 retired from service  
May 1950 scrapped  
BAX

1127 (3<sup>rd</sup>) 2-8-0 G-46g  
American Locomotive Company-Brooks Works 1911 #49533  
2-8-0  
#5568  
1936 to New York Central (Lake Shore & Michigan Southern) G-46g  
#1127 (3<sup>rd</sup>) (never relettered)  
February 1936 scrapped  
BAX

1127 (4<sup>th</sup>) 2-8-0 G-6m  
American Locomotive Company-Brooks Works 1910 #47306  
2-8-0  
#951  
1948 to New York Central G-6m #1127 (4<sup>th</sup>)  
February 1950 retired from service  
June 1950 scrapped  
BAX

1128 (3<sup>rd</sup>) 2-8-0 G-46g  
American Locomotive Company-Brooks Works 1911 #49534  
2-8-0  
#5569  
1936 to New York Central (Lake Shore & Michigan Southern) G-46g  
#1128 (3<sup>rd</sup>) (not relettered)  
February 1936 scrapped  
BAX

1128 (4<sup>th</sup>) 2-8-0 G-6m  
American Locomotive Company-Brooks Works 1910 #47307  
2-8-0  
#952  
1948 to New York Central G-6m #1128 (4<sup>th</sup>)  
February 1950 retired from service  
March 1950 scrapped  
BAX

1129 (3<sup>rd</sup>) 2-8-0 G-46g  
American Locomotive Company-Brooks Works 1911 #49540  
2-8-0  
#5575  
1936 to New York Central (Lake Shore & Michigan Southern) G-46g  
#1129 (3<sup>rd</sup>) (not relettered)  
February 1936 scrapped  
BAX

1129 (4<sup>th</sup>) 2-8-0 G-6o  
American Locomotive Company-Schenectady Works 1910 #47265  
2-8-0  
#995  
1948 to New York Central G-6o #1129 (4<sup>th</sup>)  
June 1940 retired from service  
June 1950 scrapped  
BAX

1130 (1<sup>st</sup>) 4-4-0  
East Buffalo Shop 00/1886 #44  
4-4-0  
New York Central #826  
00/1892 to New York Central (New York Central & Hudson River) A2  
#1130 (1<sup>st</sup>)  
rebuilt C-7  
New York Central (New York Central & Hudson River) C-7 #1130 (1<sup>st</sup>)  
March 1908 sold to Continental Iron & Steel  
BAX

1130 (3<sup>rd</sup>) 2-8-0 G-46g  
American Locomotive Company-Brooks Works 1911 #49535  
2-8-0  
#5570  
1936 to New York Central (Lake Shore & Michigan Southern) G-46g  
#1130 (3<sup>rd</sup>)  
September 1947 scrapped  
BAX

1130 (4<sup>th</sup>) 2-8-0 G-6p  
American Locomotive Company-Montreal Works 1910 #47239  
2-8-0  
#1041  
1948 to New York Central G-6p #1130 (4<sup>th</sup>)  
August 1956 retired from service  
BAX



1131 (1<sup>st</sup>) 4-4-0  
East Buffalo Shop 00/1886 #48  
4-4-0  
New York Central #827  
00/1892 to New York Central (New York Central & Hudson River) A2  
#1131 (1<sup>st</sup>)  
October 1899 scrapped  
BAX

1131 (2<sup>nd</sup>) 4-4-0  
East Buffalo Shop 00/1886 #49  
4-4-0  
New York Central #725  
00/1892 to New York Central (New York Central & Hudson River) A2  
#1136 (1<sup>st</sup>)  
00/1899 to New York Central (New York Central & Hudson River) A2  
#1131 (2<sup>nd</sup>)  
rebuilt C-7  
New York Central (New York Central & Hudson River) C-7 #1131 (2<sup>nd</sup>)  
March 1908 sold to Continental Iron & Steel  
BAX

1131 (3<sup>rd</sup>) 2-8-0 G-46g  
American Locomotive Company-Brooks Works 1911 #49536  
2-8-0  
#5571  
1936 to New York Central (Lake Shore & Michigan Southern) G-46g  
#1131 (3<sup>rd</sup>)  
January 1948 scrapped  
BAX

1131 (4<sup>th</sup>) 2-8-0 G-6p  
American Locomotive Company-Montreal Works 1910 #47240  
2-8-0  
#1042  
1948 to New York Central G-6p #1131 (4<sup>th</sup>)  
April 1957 retired from service  
BAX

1132 (1<sup>st</sup>) 4-4-0  
East Buffalo Shop 00/1885 #41  
4-4-0  
New York Central #838  
00/1892 to New York Central (New York Central & Hudson River)  
#1132 (1<sup>st</sup>)  
August 1908 sold to Continental Iron & Steel  
BAX

1132 (3<sup>rd</sup>) 2-8-0 G-6p  
American Locomotive Company-Montreal Works 1910 #47244  
2-8-0  
#1046  
1948 to New York Central G-6p #1132 (3<sup>rd</sup>)  
February 1957 retired from service  
BAX

1133 (4<sup>th</sup>) 2-8-0 G-6p  
American Locomotive Company-Montreal Works 1910 #47246  
2-8-0  
#1047  
1948 to New York Central G-6p #1133 (4<sup>th</sup>)  
September 1953 retired from service  
January 1954 scrapped  
BAX

1134 (3<sup>rd</sup>) 2-8-0 G-6t  
American Locomotive Company-Schenectady Works 1911 #49605  
2-8-0  
#1052  
1948 to New York Central G-6t #1134 (3<sup>rd</sup>)  
February 1950 retired from service  
March 1950 scrapped  
BAX

1135 (1<sup>st</sup>) 4-4-0

East Buffalo Shop 00/1885 #43

4-4-0

New York Central #721

00/1892 to New York Central (New York Central & Hudson River) A2  
#1135 (1<sup>st</sup>)

rebuilt C-7

New York Central (New York Central & Hudson River) C-7 #1135 (1<sup>st</sup>)

April 1905 sold to Hyman Construction Company

BAX

1135 (3<sup>rd</sup>) 2-8-0

American Locomotive Company-Schenectady Works 1911 #49606

2-8-0

#1053

1948 to New York Central G-6t #1135 (3<sup>rd</sup>)

March 1950 retired from service

May 1950 scrapped

BAX

1136 (1<sup>st</sup>) 4-4-0

East Buffalo Shop 00/1886 #49

4-4-0

New York Central #725

00/1892 to New York Central A2 #1136 (1<sup>st</sup>)

00/1899 to New York Central (New York Central & Hudson River) A2  
#1131 (2<sup>nd</sup>)

rebuilt C-7

New York Central (New York Central & Hudson River) C-7 #1131 (2<sup>nd</sup>)

March 1908 sold to Continental Iron & Steel

BAX

1136 (3<sup>rd</sup>) 2-8-0 G-6t

American Locomotive Company-Schenectady Works 1911 #49607

2-8-0

#1054

1948 to New York Central G-6t #1136 (3<sup>rd</sup>)

May 1950 retired from service

July 1950 scrapped

BAX

1137 (3<sup>rd</sup>) 2-8-0

American Locomotive Company-Schenectady Works 1911 #49613

2-8-0

#1060

1948 to New York Central G-6t #1137 (3<sup>rd</sup>)

August 1951 retired from service

October 1951 scrapped

BAX

1138 (1<sup>st</sup>) 4-4-0

East Buffalo Shop 00/1880 #8

4-4-0

New York Central #703

00/1892 to New York Central (New York Central & Hudson River)  
#1138 (1<sup>st</sup>)

November 1904 sold as scrap to Ginsburg

BAX

1138 (3<sup>rd</sup>) 2-8-0 G-6t

American Locomotive Company-Schenectady Works 1911 #49614

2-8-0

#1061

1948 to New York Central G-6t #1138 (3<sup>rd</sup>)

February 1950 retired from service

March 1950 scrapped

BAX

1139 (3<sup>rd</sup>) 2-8-0 G-6t

American Locomotive Company-Schenectady Works 1911 #49616

2-8-0

#1063

1948 to New York Central G-6t #1139 (3<sup>rd</sup>)

February 1950 retired from service

April 1950 scrapped

BAX

1140 (3<sup>rd</sup>) 2-8-0 G-6t  
American Locomotive Company-Schenectady Works 1911 #49618  
2-8-0  
#1065  
1948 to New York Central G-6t #1140 (3<sup>rd</sup>)  
July 1951 retired from service  
October 1951 scrapped  
BAX

1141 (3<sup>rd</sup>) 2-8-0 G-6t  
American Locomotive Company-Schenectady Works 1911 #49619  
2-8-0  
#1066  
1948 to New York Central G-6t #1141 (3<sup>rd</sup>)  
February 1950 retired from service  
March 1950 scrapped  
BAX

1142 (3<sup>rd</sup>) 2-8-0 G-6u  
American Locomotive Company-Montreal Works 1910 #49127  
2-8-0  
#1072  
1948 to New York Central G-6u #1142 (3<sup>rd</sup>)  
April 1957 retired from service  
BAX

1143 (3<sup>rd</sup>) 2-8-0 G-46h  
American Locomotive Company-Brooks Works 1911 #50711  
2-8-0  
#6843  
1936 to New York Central G-46h #1143 (3<sup>rd</sup>)  
February 1950 retired from service  
February 1950 scrapped  
BAX

1144 (3<sup>rd</sup>) 2-8-0 G-46h  
American Locomotive Company-Brooks Works 1911 #50712  
2-8-0  
#6844  
1936 to New York Central G-46h #1144 (3<sup>rd</sup>)  
December 1951 retired from service  
February 1952 scrapped  
BAX

1145 (3<sup>rd</sup>) 2-8-0 G-46h  
American Locomotive Company-Brooks Works 1912 #50713  
2-8-0  
#6845  
1936 to New York Central G-46h #1145 (3<sup>rd</sup>)  
December 1950 retired from service  
January 1951 scrapped  
BAX

1146 (1<sup>st</sup>) 4-4-0  
Schenectady 00/1853 #56  
4-4-0  
New York Central #723  
00/1892 to New York Central (New York Central & Hudson River)  
#1146 (1<sup>st</sup>)  
by 1902 off roster  
BAX

1146 (3<sup>rd</sup>) 2-8-0 G-46h  
American Locomotive Company-Brooks Works 1912 #50714  
2-8-0  
#6846  
1936 to New York Central G-46h #1146 (3<sup>rd</sup>)  
April 1952 retired from service  
July 1952 scrapped  
BAX

1147 (3<sup>rd</sup>) 2-8-0 G-46h  
American Locomotive Company-Brooks Works 1912 #50714  
2-8-0  
#6847  
1936 to New York Central G-46h #1147 (3<sup>rd</sup>)  
October 1949 retired from service  
December 1949 scrapped  
BAX

1148 (3<sup>rd</sup>) 2-8-0 G-46h  
American Locomotive Company-Brooks Works 1912 #50716  
2-8-0  
#6848  
1936 to New York Central G-46h #1148 (3<sup>rd</sup>)  
February 1950 retired from service  
March 1950 scrapped  
BAX

1149 (3<sup>rd</sup>) 2-8-0 G-46h  
American Locomotive Company-Brooks Works 1912 #50717  
2-8-0  
#6849  
1936 to New York Central G-46h #1149 (3<sup>rd</sup>)  
November 1951 retired from service  
December 1951 scrapped  
BAX

1150 (3<sup>rd</sup>) 2-8-0 G-46h  
American Locomotive Company-Brooks Works 1912 #50718  
2-8-0  
#6850  
1936 to New York Central G-46h #1150 (3<sup>rd</sup>)  
May 1950 retired from service  
August 1950 scrapped  
BAX

1151 (4<sup>th</sup>) 2-8-0 G-46h  
American Locomotive Company-Brooks Works 1912 #50719  
2-8-0  
#6851  
1936 to New York Central G-46h #1151 (4<sup>th</sup>)  
May 1951 retired from service  
June 1951 scrapped  
BAX

1152 (3<sup>rd</sup>) 2-8-0 G-46h  
American Locomotive Company-Brooks Works 1912 #50720  
2-8-0  
#6852  
1936 to New York Central G-46h #1152 (3<sup>rd</sup>)  
March 1953 retired from service  
April 1953 scrapped  
BAX

1153 (3<sup>rd</sup>) 2-8-0 G-46h  
American Locomotive Company-Brooks Works 1912 #50721  
2-8-0  
#6853  
1936 to New York Central G-46h #1153 (3<sup>rd</sup>)  
September 1953 retired from service  
October 1952 scrapped  
BAX

1154 (3<sup>rd</sup>) 2-8-0 G-46h  
American Locomotive Company-Brooks Works 1912 #50722  
2-8-0  
#6854  
1936 to New York Central G-46h #1154 (3<sup>rd</sup>)  
October 1951 retired from service  
November 1951 scrapped  
BAX

1155 (3<sup>rd</sup>) 2-8-0 G-46h  
American Locomotive Company-Brooks Works 1912 #50723  
2-8-0  
#6855  
1936 to New York Central G-46h #1155 (3<sup>rd</sup>)  
April 1951 retired from service  
June 1951 scrapped  
BAX

1156 (3<sup>rd</sup>) 2-8-0 G-46h  
American Locomotive Company-Brooks Works 1912 #50724  
2-8-0  
#6856  
1936 to New York Central G-46h #1156 (3<sup>rd</sup>)  
December 1951 retired from service  
January 1952 scrapped  
BAX

1157 (3<sup>rd</sup>) 2-8-0 G-46h  
American Locomotive Company-Brooks Works 1912 #50725  
2-8-0  
#6857  
1936 to New York Central G-46h #1157 (3<sup>rd</sup>)  
December 1950 retired from service  
December 1951 scrapped  
BAX

1158 (2<sup>nd</sup>) 2-8-0 G-46h  
American Locomotive Company-Brooks Works 1912 #50726  
2-8-0  
#6858  
1936 to New York Central G-46h #1158 (2<sup>nd</sup>)  
April 1953 retired from service  
June 1953 scrapped  
BAX

1159 (2<sup>nd</sup>) 2-8-0 G-46h  
American Locomotive Company-Brooks Works 1912 #50727  
2-8-0  
#6859  
1936 to New York Central G-46h #1159 (2<sup>nd</sup>)  
December 1950 retired from service  
February 1951 scrapped  
BAX

1160 (2<sup>nd</sup>) 2-8-0 G-46h  
American Locomotive Company-Brooks Works 1912 #50728  
2-8-0  
#6860  
1936 to New York Central G-46h #1160 (2<sup>nd</sup>)  
September 1940 retired from service  
October 1940 scrapped  
BAX

1161 (2<sup>nd</sup>) 2-8-0 G-46h  
American Locomotive Company-Brooks Works 1912 #50729  
2-8-0  
#6861  
1936 to New York Central G-46h #1161 (2<sup>nd</sup>)  
April 1951 retired from service  
May 1951 scrapped  
BAX

1162 (2<sup>nd</sup>) 2-8-0 G-46h  
American Locomotive Company-Brooks Works 1912 #50730  
2-8-0  
#6862  
1936 to New York Central G-46h #1162 (2<sup>nd</sup>)  
February 1951 retired from service  
March 1951 scrapped  
BAX

1163 (2<sup>nd</sup>) 2-8-0 G-46h  
American Locomotive Company-Brooks Works 1912 #47330  
2-8-0  
#6863  
1936 to New York Central G-46h #1163 (2<sup>nd</sup>)  
November 1949 retired from service  
December 1949 scrapped  
BAX

1164 (2<sup>nd</sup>) 2-8-0 G-46h  
American Locomotive Company-Brooks Works 1912 #47331  
2-8-0  
#6864  
1936 to New York Central G-46h #1164 (2<sup>nd</sup>)  
July 1952 retired from service  
August 1952 scrapped  
BAX

1165 (3<sup>rd</sup>) 2-8-0 G-46h  
American Locomotive Company-Brooks Works 1912 #47332  
2-8-0  
#6865  
1936 to New York Central G-46h #1165 (3<sup>rd</sup>)  
August 1949 retired from service  
November 1949 scrapped  
BAX

1166 (3<sup>rd</sup>) 2-8-0 G-46h  
American Locomotive Company-Brooks Works 1912 #47333  
2-8-0  
#6865  
1936 to New York Central G-46h #1166 (3<sup>rd</sup>)  
July 1952 retired from service  
September 1952 scrapped  
BAX

1167 (3<sup>rd</sup>) 2-8-0 G-46h  
American Locomotive Company-Brooks Works 1912 #47334  
2-8-0  
#6867  
1936 to New York Central G-46h #1167 (3<sup>rd</sup>)  
September 1952 retired from service  
January 1953 scrapped  
BAX

1168 (3<sup>rd</sup>) 2-8-0 G-46h  
American Locomotive Company-Brooks Works 1912 #47335  
2-8-0  
#6868  
1936 to New York Central G-46h #1168 (3<sup>rd</sup>)  
October 1940 retired from service  
November 1940 scrapped  
BAX

1169 (2<sup>nd</sup>) 2-8-0 G-46h  
American Locomotive Company-Brooks Works 1912 #47336  
2-8-0  
#6869  
1936 to New York Central G-46h #1169 (2<sup>nd</sup>)  
April 1951 retired from service  
June 1951 scrapped  
BAX

1170 (2<sup>nd</sup>) 2-8-0 G-46h  
American Locomotive Company-Brooks Works 1912 #47337  
2-8-0  
#6870  
1936 to New York Central G-46h #1170 (2<sup>nd</sup>)  
June 1952 retired from service  
September 1952 scrapped  
BAX

1171 (2<sup>nd</sup>) 2-8-0 G-46h  
American Locomotive Company-Brooks Works 1912 #47338  
2-8-0  
#6871  
1936 to New York Central G-46h #1171 (2<sup>nd</sup>)  
March 1952 retired from service  
April 1952 scrapped  
BAX

1172 (2<sup>nd</sup>) 2-8-0 G-46h  
American Locomotive Company-Brooks Works 1912 #47339  
2-8-0  
#6872  
1936 to New York Central G-46h #1172 (2<sup>nd</sup>)  
October 1949 retired from service  
December 1949 scrapped  
BAX

1173 (2<sup>nd</sup>) 2-8-0 G-46i  
American Locomotive Company-Brooks Works 1912 #51209  
2-8-0  
#6873  
1936 to New York Central G-46i #1173 (2<sup>nd</sup>)  
November 1949 retired from service  
January 1950 scrapped  
BAX

1174 (2<sup>nd</sup>) 2-8-0 G-46i  
American Locomotive Company-Brooks Works 1912 #51210  
2-8-0  
#6874  
1936 to New York Central G-46i #1174 (2<sup>nd</sup>)  
October 1951 retired from service  
January 1952 scrapped  
BAX

1175 (2<sup>nd</sup>) 2-8-0 G-46i  
American Locomotive Company-Brooks Works 1912 #51211  
2-8-0  
#6875  
1936 to New York Central G-46i #1175 (2<sup>nd</sup>)  
May 1951 retired from service  
July 1951 scrapped  
BAX

1176 (2<sup>nd</sup>) 2-8-0 G-46i  
American Locomotive Company-Brooks Works 1912 #51212  
2-8-0  
#6876  
1936 to New York Central G-46i #1176 (2<sup>nd</sup>)  
April 1951 retired from service  
May 1951 scrapped  
BAX

1177 (2<sup>nd</sup>) 2-8-0 G-46i  
American Locomotive Company-Brooks Works 1912 #51213  
2-8-0  
#6877  
1936 to New York Central G-46i #1177 (2<sup>nd</sup>)  
March 1951 retired from service  
May 1951 scrapped  
BAX

1178 (2<sup>nd</sup>) 2-8-0 G-46i  
American Locomotive Company-Brooks Works 1912 #51214  
2-8-0  
#6878  
1936 to New York Central G-46i #1178 (2<sup>nd</sup>)  
November 1950 retired from service  
December 1950 scrapped  
BAX

1179 (2<sup>nd</sup>) 2-8-0 G-46i  
American Locomotive Company-Brooks Works 1912 #51215  
2-8-0  
#6879  
1936 to New York Central G-46i #1179 (2<sup>nd</sup>)  
February 1950 retired from service  
February 1950 scrapped  
BAX

1180 (2<sup>nd</sup>) 2-8-0 G-46i  
American Locomotive Company-Brooks Works 1912 #51216  
2-8-0  
#6880  
1936 to New York Central G-46i #1180 (2<sup>nd</sup>)  
October 1951 retired from service  
November 1951 scrapped  
BAX

1181 (2<sup>nd</sup>) 2-8-0 G-46i  
American Locomotive Company-Brooks Works 1912 #51217  
2-8-0  
#6881  
1936 to New York Central G-46i #1181 (2<sup>nd</sup>)  
June 1951 retired from service  
June 1951 scrapped  
BAX

1182 (2<sup>nd</sup>) 2-8-0 G-46i  
American Locomotive Company-Brooks Works 1912 #51218  
2-8-0  
#6882  
1936 to New York Central G-46i #1182 (2<sup>nd</sup>)  
January 1953 retired from service  
February 1953 scrapped  
BAX

1183 (1<sup>st</sup>) 2-8-0 G-46k  
American Locomotive Company-Brooks Works 1912 #51514  
2-8-0  
#9700  
1936 to New York Central G-46k #1183 (1<sup>st</sup>)  
February 1946 scrapped  
BAX

1183 (2<sup>nd</sup>) 2-8-0 G-46e  
American Locomotive Company-Brooks Works 1912 #51220  
2-8-0  
#1113  
August 1948 to New York Central G-46e #1183 (2<sup>nd</sup>)  
January 1950 scrapped  
BAX

1184 (1<sup>st</sup>) 2-8-0 G-46k  
American Locomotive Company-Brooks Works 1912 #51515  
2-8-0  
#9701  
1936 to New York Central G-46k #1184 (1<sup>st</sup>)  
May 1949 scrapped  
BAX

1185 (1<sup>st</sup>) 2-8-0 G-46k  
American Locomotive Company-Brooks Works 1912 #51516  
2-8-0  
#9702  
1936 to New York Central G-46k #1185 (1<sup>st</sup>)  
January 1950 scrapped  
BAX

1186 (1<sup>st</sup>) 2-8-0 G-46k  
American Locomotive Company-Brooks Works 1912 #51517  
2-8-0  
#9703  
1936 to New York Central G-46k #1186 (1<sup>st</sup>)  
April 1949 scrapped  
BAX

1187 (1<sup>st</sup>) 2-8-0 G-46k  
American Locomotive Company-Brooks Works 1912 #51518  
2-8-0  
#9704  
1936 to New York Central G-46k #1187 (1<sup>st</sup>)  
September 1947 scrapped  
BAX

1187 (2<sup>nd</sup>) 2-8-0 G-46e  
American Locomotive Company-Schenectady Works 1912 #51221  
2-8-0  
#1184  
August 1948 to New York Central G-46e #1187 (2<sup>nd</sup>)  
December 1949 scrapped  
BAX



1188 (1<sup>st</sup>) 2-8-0 G-46k  
American Locomotive Company-Brooks Works 1912 #51519  
2-8-0  
#9705  
1936 to New York Central G-46k #1188 (1<sup>st</sup>)  
March 1946 scrapped  
BAX

1188 (2<sup>nd</sup>) 2-8-0 G-46e  
American Locomotive Company-Schenectady Works 1912 #51222  
2-8-0  
#1115  
August 1948 to New York Central G-46e #1188 (2<sup>nd</sup>)  
January 1950 scrapped  
BAX

1189 (1<sup>st</sup>) 2-8-0 G-46k  
American Locomotive Company-Brooks Works 1912 #51520  
2-8-0  
#9706  
1936 to New York Central G-46k #1189 (1<sup>st</sup>)  
September 1947 scrapped  
BAX

1189 (2<sup>nd</sup>) 2-8-0 G-46e  
American Locomotive Company-Schenectady Works 1912 #51225  
2-8-0  
#1118  
August 1948 to New York Central G-46e #1189 (2<sup>nd</sup>)  
September 1949 scrapped  
BAX

1190 (1<sup>st</sup>) 2-8-0 G-46k  
American Locomotive Company-Brooks Works 1912 #51521  
2-8-0  
#9707  
1936 to New York Central G-46k #1190 (1<sup>st</sup>)  
May 1949 scrapped  
BAX

1191 (1<sup>st</sup>) 2-8-0 G-46k  
American Locomotive Company-Brooks Works 1912 #51522  
2-8-0  
#9708  
1936 to New York Central G-46k #1191 (1<sup>st</sup>)  
May 1949 scrapped  
BAX

1192 (1<sup>st</sup>) 2-8-0 G-46k  
American Locomotive Company-Brooks Works 1912 #51523  
2-8-0  
#9709  
1936 to New York Central G-46k #1192 (1<sup>st</sup>)  
May 1949 scrapped  
BAX

1194 (2<sup>nd</sup>) 2-8-0 G-46e  
American Locomotive Company-Schenectady Works 1912 #51226  
2-8-0  
#1119  
August 1948 to New York Central G-46e #1194 (2<sup>nd</sup>)  
November 1949 scrapped  
BAX

1194 (3<sup>rd</sup>) 2-8-0 G-6j  
American Locomotive Company-Brooks Works 1909 #46216  
2-8-0  
#1112  
1952 to New York Central G-6j #1194 (3<sup>rd</sup>)  
April 1957 retired from service  
BAX

1195 (2<sup>nd</sup>) 2-8-0 G-6j  
American Locomotive Company-Brooks Works 1909 #46218  
2-8-0  
#1113  
1952 to New York Central G-6j #1195 (2<sup>nd</sup>)  
February 1954 retired from service  
August 1954 scrapped  
BAX

1196 (2<sup>nd</sup>) 2-8-0 G-6j  
American Locomotive Company-Brooks Works 1909 #46220  
2-8-0  
#1114  
1952 to New York Central G-6j #1196 (2<sup>nd</sup>)  
February 1955 retired from service  
August 1955 scrapped  
BAX

1197 (2<sup>nd</sup>) 2-8-0 G-6j  
American Locomotive Company-Brooks Works 1909 #46222  
2-8-0  
#1115  
1952 to New York Central G-6j #1197 (2<sup>nd</sup>)  
September 1955 retired from service  
February 1956 scrapped  
BAX

1198 (2<sup>nd</sup>) 2-8-0 G-6j  
American Locomotive Company-Brooks Works 1909 #46224  
2-8-0  
#1116  
1952 to New York Central G-6j #1198 (2<sup>nd</sup>)  
December 1956 retired from service  
BAX

1199 (2<sup>nd</sup>) 2-8-0 G-6j  
American Locomotive Company-Brooks Works 1909 #46229  
2-8-0  
#1117  
1952 to New York Central G-6j #1199 (2<sup>nd</sup>)  
April 1957 retired from service  
BAX

1258 4-6-0  
American Locomotive Company-Schenectady Works 1908 #45348  
4-6-0  
New York Central #2132  
1936 to New York Central (New York Central) F-12g #845 (4<sup>th</sup>)  
1948 to New York Central #1258  
BAX

1259 4-6-0  
American Locomotive Company-Schenectady Works 1908 #45350  
4-6-0  
New York Central #2134  
1936 to New York Central (New York Central) F-12g #846 (4<sup>th</sup>)  
1948 to New York Central #1259  
BAX

1260 4-6-0  
American Locomotive Company-Schenectady Works 1908 #45351  
4-6-0  
New York Central #2135  
1936 to New York Central (New York Central) F-12g #847 (4<sup>th</sup>)  
1948 to New York Central #1260  
BAX

1261 4-6-0  
American Locomotive Company-Schenectady Works 1908 #45352  
4-6-0  
New York Central #2136  
1936 to New York Central (New York Central) F-12g #848 (4<sup>th</sup>)  
1948 to New York Central #1261  
BAX

1262 4-6-0  
American Locomotive Company-Schenectady Works 1908 #45353  
4-6-0  
New York Central #2137  
1936 to New York Central (New York Central) F-12g #849 (3<sup>rd</sup>)  
1948 to New York Central #1262  
BAX

1263 4-6-0  
American Locomotive Company-Schenectady Works 1908 #45354  
4-6-0  
New York Central #2138  
1936 to New York Central (New York Central) F-12g #850 (4<sup>th</sup>)  
1948 to New York Central #1263  
BAX

1264 4-6-0

American Locomotive Company-Schenectady Works 1908 #45355  
4-6-0  
New York Central #2139  
1936 to New York Central (New York Central) F-12g #851 (4<sup>th</sup>)  
1948 to New York Central #1264  
BAX

1265 4-6-0

American Locomotive Company-Schenectady Works 1908 #45357  
4-6-0  
New York Central #2141  
1936 to New York Central (New York Central) F-12g #852 (4<sup>th</sup>)  
1948 to New York Central #1265  
BAX

1266 4-6-0

American Locomotive Company-Schenectady Works 1908 #45358  
4-6-0  
New York Central #2142  
1936 to New York Central (New York Central) F-12g #853 (4<sup>th</sup>)  
1948 to New York Central #1266  
BAX

1267 4-6-0

American Locomotive Company-Schenectady Works 1908 #45359  
4-6-0  
New York Central #2143  
1936 to New York Central (New York Central) F-12g #854 (4<sup>th</sup>)  
1948 to New York Central #1267  
BAX

1268 4-6-0

American Locomotive Company-Schenectady Works 1908 #45360  
4-6-0  
New York Central #2144  
1936 to New York Central (New York Central) F-12g #855 (4<sup>th</sup>)  
1948 to New York Central #1268  
BAX

1269 4-6-0

American Locomotive Company-Schenectady Works 1908 #45361  
4-6-0  
New York Central #2145  
1936 to New York Central (New York Central & Hudson River) F-12g  
#856 (4<sup>th</sup>)  
1948 to New York Central #1269  
BAX

1270 4-6-0

American Locomotive Company-Schenectady Works 1908 #45362  
4-6-0  
New York Central #2146  
1936 to New York Central (New York Central) F-12g #857 (4<sup>th</sup>)  
1948 to New York Central #1270  
BAX

1271 4-6-0

American Locomotive Company-Schenectady Works 1908 #45363  
4-6-0  
New York Central #2147  
1936 to New York Central (New York Central & Hudson River) F-12g  
#858 (4<sup>th</sup>)  
1948 to New York Central #1271  
BAX

1272 4-6-0

American Locomotive Company-Schenectady Works 1908 #45364  
4-6-0  
New York Central #2148  
1936 to New York Central (New York Central) F-12g #859 (4<sup>th</sup>)  
1948 to New York Central #1272  
BAX

1273 4-6-0

American Locomotive Company-Schenectady Works 1908 #45365  
4-6-0  
New York Central #2149  
1936 to New York Central (New York Central) F-12g #860 (4<sup>th</sup>)  
1948 to New York Central #1273  
BAX

1274 4-6-0

American Locomotive Company-Schenectady Works 1908 #45366  
4-6-0  
New York Central #2150  
1936 to New York Central (New York Central) F-12g #861 (4<sup>th</sup>)  
1948 to New York Central #1274  
BAX

1275 4-6-0

American Locomotive Company-Schenectady Works 1908 #45367  
4-6-0  
New York Central #2151  
1936 to New York Central (New York Central) F-12g #862 (5<sup>th</sup>)  
1948 to New York Central #1275  
BAX

1276 4-6-0

American Locomotive Company-Schenectady Works 1908 #45368  
4-6-0  
New York Central #2152  
1936 to New York Central (New York Central) F-12g #863 (5<sup>th</sup>)  
1948 to New York Central #1276  
BAX

1277 4-6-0

American Locomotive Company-Schenectady Works 1908 #45369  
4-6-0  
New York Central #2153  
1936 to New York Central (New York Central) F-12g #864 (5<sup>th</sup>)  
1948 to New York Central #1277  
BAX

1278 4-6-0

American Locomotive Company-Schenectady Works 1908 #45370  
4-6-0  
New York Central #2154  
1936 to New York Central (New York Central) F-12g #865 (5<sup>th</sup>)  
1948 to New York Central #1278  
BAX

1293 2-6-2

American Locomotive Company-Brooks Works 1904 #29693  
2-6-2  
New York Central #1293  
November 1909 to New York Central J-41d #4706 (2<sup>nd</sup>)  
January 1917 rebuilt  
4-6-2  
New York Central K-41a #4706 (2<sup>nd</sup>)  
May 1932 scrapped  
BAX

1294 2-6-2

American Locomotive Company-Brooks Works 1904 #29695  
2-6-2  
New York Central #3708  
1905 to New York Central (Lake Shore & Michigan Southern) J-41  
#4708 (1<sup>st</sup>)  
1905-1907 rebuilt  
New York Central (Lake Shore & Michigan Southern) J-41d #4708 (1<sup>st</sup>)  
1907 to New York Central #1294  
July 1913 to New York Central J-41d #4708 (2<sup>nd</sup>)  
April 1919 rebuilt  
4-6-2  
New York Central K-41a #4708 (2<sup>nd</sup>)  
March 1932 scrapped  
BAX

1295 2-6-2

American Locomotive Company-Brooks Works 1904 #29696  
2-6-2  
New York Central #3709  
1905 to New York Central (Lake Shore & Michigan Southern) J-41  
#4709 (1<sup>st</sup>)  
1905-1907 rebuilt  
New York Central (Lake Shore & Michigan Southern) J-41d #4709 (1<sup>st</sup>)  
1907 to New York Central #1295  
BAX

1296 2-6-2

American Locomotive Company-Brooks Works 1904 #29980

2-6-2

New York Central #3710

1905 to New York Central (Lake Shore & Michigan Southern) J-41  
#4710 (1<sup>st</sup>)

1905-1907 rebuilt

New York Central (Lake Shore & Michigan Southern) J-41d #4710 (1<sup>st</sup>)

1907 to New York Central #1296

August 1913 to New York Central J-41d #4710 (2<sup>nd</sup>)

June 1917 rebuilt

4-6-2

New York Central K-41a #4710 (2<sup>nd</sup>)

November 1932 scrapped

BAX

1297 2-6-2

American Locomotive Company-Brooks Works 1904 #29981

2-6-2

New York Central #3711

1905 to New York Central (Lake Shore & Michigan Southern) J-41  
#4711 (1<sup>st</sup>)

1905-1907 rebuilt

New York Central (Lake Shore & Michigan Southern) J-41d #4711 (1<sup>st</sup>)

1907 to New York Central #1297

July 1913 to New York Central J-41d #4711 (2<sup>nd</sup>)

March 1919 rebuilt

4-6-2

New York Central K-41a #4711 (2<sup>nd</sup>)

February 1932 scrapped

BAX

1298 2-6-2

American Locomotive Company-Brooks Works 1904 #29982

2-6-2

New York Central #3712

1905 to New York Central (Lake Shore & Michigan Southern) J-41  
#4712 (1<sup>st</sup>)

1905-1907 rebuilt

New York Central (Lake Shore & Michigan Southern) J-41d #4712 (1<sup>st</sup>)

1907 to New York Central #1298

July 1913 to New York Central J-41d #4712 (2<sup>nd</sup>)

September 1916 rebuilt

4-6-2

New York Central K-41a #4712 (2<sup>nd</sup>)

May 1929 scrapped

BAX

1299 2-6-2

American Locomotive Company-Brooks Works 1904 #29983

2-6-2

New York Central #3713

1905 to New York Central (Lake Shore & Michigan Southern) J-41  
#4713 (1<sup>st</sup>)

1905-1907 rebuilt

New York Central (Lake Shore & Michigan Southern) J-41d #4713 (1<sup>st</sup>)

1907 to New York Central #1299

August 1913 to New York Central J-41d #4713 (2<sup>nd</sup>)

March 1917 rebuilt

4-6-2

New York Central K-41a #4713 (2<sup>nd</sup>)

April 1932 scrapped

BAX

1377 (1<sup>st</sup>) 2-6-6-2 N2/NE-2a

American Locomotive Company-Schenectady Works 1911 #49558

2-6-6-2

New York Central (New York Central & Hudson River) N2 #1377 (1<sup>st</sup>)  
to New York Central (New York Central & Hudson River) NE-2a

#1377 (1<sup>st</sup>)

March 1932 retired from service

BAX

1378 (1<sup>st</sup>) 2-6-6-2 N2/NE-2a

American Locomotive Company-Schenectady Works 1911 #49559  
2-6-6-2

New York Central (New York Central & Hudson River) N2 #1378 (1<sup>st</sup>)  
to New York Central (New York Central & Hudson River) NE-2a  
#1378 (1<sup>st</sup>)

September 1932 retired from service  
BAX

1379 (1<sup>st</sup>) 2-6-6-2 N2/NE-2a

American Locomotive Company-Schenectady Works 1911 #45960  
2-6-6-2

New York Central (New York Central & Hudson River) N2 #1379 (1<sup>st</sup>)  
to New York Central (New York Central & Hudson River) NE-2a  
#1379 (1<sup>st</sup>)

September 1932 retired from service  
BAX

1380 (1<sup>st</sup>) 2-6-6-2 N2/NE-2a

American Locomotive Company-Schenectady Works 1911 #49561  
2-6-6-2

New York Central (New York Central & Hudson River) N2 #1380 (1<sup>st</sup>)  
to New York Central (New York Central & Hudson River) NE-2a  
#1380 (1<sup>st</sup>)

March 1932 retired from service  
BAX

1381 (1<sup>st</sup>) 2-6-6-2 N2/NE-2a

American Locomotive Company-Schenectady Works 1911 #45962  
2-6-6-2

New York Central (New York Central & Hudson River) N2 #1381 (1<sup>st</sup>)  
to New York Central (New York Central & Hudson River) NE-2a  
#1381 (1<sup>st</sup>)

September 1934 scrapped  
BAX

1382 (1<sup>st</sup>) 2-6-6-2 N2/NE-2a

American Locomotive Company-Schenectady Works 1911 #45963  
2-6-6-2

New York Central (New York Central & Hudson River) N2 #1382 (1<sup>st</sup>)  
to New York Central (New York Central & Hudson River) NE-2a  
#1382 (1<sup>st</sup>)

June 1934 scrapped  
BAX

1383 (1<sup>st</sup>) 2-6-6-2 N2/NE-2a

American Locomotive Company-Schenectady Works 1911 #49564  
2-6-6-2

New York Central (New York Central & Hudson River) N2 #1383 (1<sup>st</sup>)  
to New York Central (New York Central & Hudson River) NE-2a  
#1383 (1<sup>st</sup>)

October 1932 retired from service  
BAX

1384 (1<sup>st</sup>) 2-6-6-2 N2/NE-2a

American Locomotive Company-Schenectady Works 1911 #49565  
2-6-6-2

New York Central (New York Central & Hudson River) N2 #1384 (1<sup>st</sup>)  
to New York Central (New York Central & Hudson River) NE-2a  
#1384 (1<sup>st</sup>)

September 1932 retired from service  
BAX

1385 (1<sup>st</sup>) 2-6-6-2 N2/NE-2a

American Locomotive Company-Schenectady Works 1911 #49566  
2-6-6-2

New York Central (New York Central & Hudson River) N2 #1385 (1<sup>st</sup>)  
to New York Central (New York Central & Hudson River) NE-2a  
#1385 (1<sup>st</sup>)

May 1934 scrapped  
BAX

1386 (1<sup>st</sup>) 2-6-6-2 N2/NE-2a  
 American Locomotive Company-Schenectady Works 1911 #49567  
 2-6-6-2  
 New York Central (New York Central & Hudson River) N2 #1386 (1<sup>st</sup>)  
 to New York Central (New York Central & Hudson River) NE-2a  
 #1386 (1<sup>st</sup>)  
 September 1932 scrapped  
 BAX

1399 (1<sup>st</sup>) 2-6-6-2 N2/NE-2a  
 American Locomotive Company-Schenectady Works 1911 #49580  
 2-6-6-2  
 New York Central (New York Central & Hudson River) N2 #1399 (1<sup>st</sup>)  
 to New York Central (New York Central & Hudson River) NE-2a  
 #1399 (1<sup>st</sup>)  
 September 1932 retired from service  
 BAX

1408 2-6-6T J  
 American Locomotive Company-Schenectady Works 1902 #25037  
 2-6-6T 20x24-63"  
 New York Central (New York Central & Hudson River) J #1408  
 R97

1409 2-6-6T J  
 American Locomotive Company-Schenectady Works 1902 #25038  
 2-6-6T 20x24-63"  
 New York Central (New York Central & Hudson River) J #1409  
 R97

1410 2-6-6T J  
 American Locomotive Company-Schenectady Works 1902 #25039  
 2-6-6T 20x24-63"  
 New York Central (New York Central & Hudson River) J #1410  
 R97

1411 2-6-6T J  
 American Locomotive Company-Schenectady Works 1902 #25040  
 2-6-6T 20x24-63"  
 New York Central (New York Central & Hudson River) J #1411  
 R97

1412 2-6-6T J  
 American Locomotive Company-Schenectady Works 1902 #25041  
 2-6-6T 20x24-63"  
 New York Central (New York Central & Hudson River) J #1412  
 R97

1413 2-6-6T J  
 American Locomotive Company-Schenectady Works 1902 #25042  
 2-6-6T 20x24-63"  
 New York Central (New York Central & Hudson River) J #1413  
 R97

1414 2-6-6T J  
 American Locomotive Company-Schenectady Works 1902 #25043  
 2-6-6T 20x24-63"  
 New York Central (New York Central & Hudson River) J #1414  
 R97

1414 (3<sup>rd</sup>) 2-8-2 H-5h  
 American Locomotive Company-Schenectady Works 1913 #52411  
 2-8-2  
 #1258  
 1948 to New York Central (New York Central) H-5h #1414 (3<sup>rd</sup>)  
 August 1955 retired from service  
 BAX

1415 2-6-6T J  
 American Locomotive Company-Schenectady Works 1902 #25044  
 2-6-6T 20x24-63"  
 New York Central (New York Central & Hudson River) J #1415  
 R97

1415 (3<sup>rd</sup>) 2-8-2 H-5h  
 American Locomotive Company-Schenectady Works 1913 #52417  
 2-8-2  
 #1260  
 1948 to New York Central (New York Central) H-5h #1415 (3<sup>rd</sup>)  
 June 1957 retired from service  
 BAX

1416 2-6-6T J  
 American Locomotive Company-Schenectady Works 1902 #25045  
 2-6-6T 20x24-63"  
 New York Central (New York Central & Hudson River) J #1416  
 R97

1416 (3<sup>rd</sup>) 2-8-2 H-5h  
American Locomotive Company-Schenectady Works 1913 #52439  
2-8-2  
#1265  
1948 to New York Central (New York Central) H-5h #1416 (3<sup>rd</sup>)  
April 1952 retired from service  
BAX

1417 2-6-6T J  
American Locomotive Company-Schenectady Works 1902 #25046  
2-6-6T 20x24-63"  
New York Central (New York Central & Hudson River) J #1417  
R97

1417 (3<sup>rd</sup>) 2-8-2 H-5h  
American Locomotive Company-Schenectady Works 1913 #52440  
2-8-2  
#1266  
1948 to New York Central (New York Central) H-5h #1417 (3<sup>rd</sup>)  
October 1951 retired from service  
BAX

1418 2-6-6T J  
American Locomotive Company-Schenectady Works 1902 #25047  
2-6-6T 20x24-63"  
New York Central (New York Central & Hudson River) J #1418  
R97

1418 (3<sup>rd</sup>) 2-8-2 H-5h  
American Locomotive Company-Schenectady Works 1913 #52434  
2-8-2  
#1267  
1948 to New York Central (New York Central) H-5h #1418 (3<sup>rd</sup>)  
November 1951 retired from service  
BAX

1419 2-6-6T J  
American Locomotive Company-Schenectady Works 1902 #25048  
2-6-6T 20x24-63"  
New York Central (New York Central & Hudson River) J #1419  
R97

1419 (3<sup>rd</sup>) 2-8-2 H-5h  
American Locomotive Company-Schenectady Works 1913 #52441  
2-8-2  
#1268  
1948 to New York Central (New York Central) H-5h #1419 (3<sup>rd</sup>)  
April 1950 retired from service  
BAX

1420 2-6-6T J  
American Locomotive Company-Schenectady Works 1902 #25049  
2-6-6T 20x24-63"  
New York Central (New York Central & Hudson River) J #1420  
R97

1420 (3<sup>rd</sup>) 2-8-2 H-5h  
American Locomotive Company-Schenectady Works 1913 #52442  
2-8-2  
#1269  
1948 to New York Central (New York Central) H-5h #1420 (3<sup>rd</sup>)  
April 1956 retired from service  
BAX

1421 2-6-6T J  
American Locomotive Company-Schenectady Works 1902 #25050  
2-6-6T 20x24-63"  
New York Central (New York Central & Hudson River) J #1421  
R97

1422 2-6-6T J  
American Locomotive Company-Schenectady Works 1902 #25051  
2-6-6T 20x24-63"  
New York Central (New York Central & Hudson River) J #1422  
R97

1422 (3<sup>rd</sup>) 2-8-2 H-5h  
American Locomotive Company-Schenectady Works 1913 #52433  
2-8-2  
#1272  
1948 to New York Central (New York Central) H-5h #1422 (3<sup>rd</sup>)  
September 1953 retired from service  
BAX



1423 (2<sup>nd</sup>) 2-8-2 H-5h  
American Locomotive Company-Schenectady Works 1913 #52445  
2-8-2  
#1273  
1948 to New York Central (New York Central) H-5h #1423 (2<sup>nd</sup>)  
December 1951 retired from service  
BAX

1424 (2<sup>nd</sup>) 2-8-2 H-5h  
American Locomotive Company-Schenectady Works 1913 #52446  
2-8-2  
#1274  
1948 to New York Central (New York Central) H-5h #1424 (2<sup>nd</sup>)  
May 1952 retired from service  
BAX

1424 (2<sup>nd</sup>) 2-8-2 H-5h  
American Locomotive Company-Schenectady Works 1913 #52446  
2-8-2  
#1274  
1948 to New York Central (New York Central) H-5h #1424 (2<sup>nd</sup>)  
May 1952 retired from service  
BAX

1441 (1<sup>st</sup>) 2-8-2  
Lima 00/1916 #5232  
2-8-2  
New York Central #3941  
00/1936 to New York Central (New York Central) H-5t #1441 (1<sup>st</sup>)  
December 1941 to Boston & Albany #1229  
BAX

1442 (1<sup>st</sup>) 2-8-2  
Lima 00/1916 #5233  
2-8-2  
New York Central #3942  
00/1936 to New York Central (New York Central) H-5t #1442 (1<sup>st</sup>)  
November 1954 retired from service  
BAX

1443 (1<sup>st</sup>) 2-8-2  
Lima 00/1916 #5234  
2-8-2  
New York Central #3943  
00/1936 to New York Central (New York Central) H-5t #1443 (1<sup>st</sup>)  
October 1952 retired from service  
December 1952 scrapped  
BAX

1444 (1<sup>st</sup>) 2-8-2 H-5t  
Lima 00/1916 #5235  
2-8-2  
New York Central #3944  
00/1936 to New York Central (New York Central) H-5t #1444 (1<sup>st</sup>)  
October 1955 retired from service  
November 1955 scrapped  
BAX

1445 (1<sup>st</sup>) 2-8-2 H-5t  
Lima 00/1916 #5236  
2-8-2  
New York Central #3945  
00/1936 to New York Central (New York Central) H-5t #1445 (1<sup>st</sup>)  
December 1955 retired from service  
December 1955 scrapped  
BAX

1530 2-6-0  
Rogers 1890 #4325  
2-6-0  
New York Central (New York Central & Hudson River) J #582 (2<sup>nd</sup>)  
1899 to New York Central #1530  
BAX

1531 2-6-0  
Rogers 1890 #4326  
2-6-0  
New York Central (New York Central & Hudson River) J #583 (2<sup>nd</sup>)  
1899 to New York Central #1531  
BAX

1532 2-6-0

Rogers 1890 #4332

2-6-0

New York Central (New York Central & Hudson River) J #584 (2<sup>nd</sup>)

1899 to New York Central #1532

BAX

1533 2-6-0

Rogers 1890 #4333

2-6-0

New York Central (New York Central & Hudson River) J #585 (2<sup>nd</sup>)

1899 to New York Central #1533

BAX

1534 2-6-0

Rogers 1890 #4334

2-6-0

New York Central (New York Central & Hudson River) J #586 (2<sup>nd</sup>)

1899 to New York Central #1534

BAX

1535 2-6-0

Rogers 1890 #4335

2-6-0

New York Central (New York Central & Hudson River) J #587 (2<sup>nd</sup>)

1899 to New York Central #1535

BAX

1536 2-6-0

Rogers 1890 #4338

2-6-0

New York Central (New York Central & Hudson River) J #588 (2<sup>nd</sup>)

1899 to New York Central #1536

BAX

1537 2-6-0

Rogers 1890 #4339

2-6-0

New York Central (New York Central & Hudson River) J #589 (2<sup>nd</sup>)

1899 to New York Central #1537

BAX

1538 2-6-0

Rogers 1890 #4346

2-6-0

New York Central (New York Central & Hudson River) J #590 (2<sup>nd</sup>)

1899 to New York Central #1538

BAX

1539 2-6-0

Rogers 1890 #4347

2-6-0

New York Central (New York Central & Hudson River) J #591 (2<sup>nd</sup>)

1899 to New York Central #1539

BAX

1540 2-6-0

Rogers 1890 #4348

2-6-0

New York Central (New York Central & Hudson River) J #592 (2<sup>nd</sup>)

1899 to New York Central #1540

BAX

1541 2-6-0

Rogers 1890 #4349

2-6-0

New York Central (New York Central & Hudson River) J #593 (2<sup>nd</sup>)

1899 to New York Central #1541

BAX

1542 2-6-0

Rogers 1890 #4351

2-6-0

New York Central (New York Central & Hudson River) J #594 (2<sup>nd</sup>)

1899 to New York Central #1542

BAX

1543 2-6-0

Rogers 1890 #4352

2-6-0

New York Central (New York Central & Hudson River) J #595 (2<sup>nd</sup>)

1899 to New York Central #1543

BAX

1544 2-6-0

Rogers 1890 #4353

2-6-0

New York Central (New York Central & Hudson River) J #596 (2<sup>nd</sup>)

1899 to New York Central #1544

BAX

1545 2-6-0

Rogers 1890 #4354

2-6-0

New York Central (New York Central & Hudson River) J #597 (2<sup>nd</sup>)

1899 to New York Central #1545

BAX

1550 2-8-2 H-5o

American Locomotive Company-Brooks Works 00/1907 #41843

#6708

00/1936 to New York Central H-5o #1635 (2<sup>nd</sup>)

00/1947 to New York Central #1550

BAX

1632 2-8-2 H-5o

American Locomotive Company-Brooks Works 1907 #41831

2-8-0

New York Central (Cleveland, Cincinnati, Chicago & Saint Louis) G-5t

#6705 (1<sup>st</sup>)

July 1914 rebuilt

2-8-2

New York Central (Cleveland, Cincinnati, Chicago & Saint Louis) H-5o

#6705 (1<sup>st</sup>)

1936 to New York Central #1632

BAX

1633 2-8-2 H-5o

American Locomotive Company-Brooks Works 1907 #41832

2-8-0

New York Central (Cleveland, Cincinnati, Chicago & Saint Louis) G-5t

#6706 (1<sup>st</sup>)

January 1915 rebuilt

2-8-2

New York Central (Cleveland, Cincinnati, Chicago & Saint Louis) H-5o

#6706 (1<sup>st</sup>)

1936 to New York Central #1633

BAX

1634 2-8-2 H-5o

American Locomotive Company-Brooks Works 1907 #41833

2-8-0

New York Central (Cleveland, Cincinnati, Chicago & Saint Louis) G-5t

#6707 (1<sup>st</sup>)

July 1914 rebuilt

2-8-2

New York Central (Cleveland, Cincinnati, Chicago & Saint Louis) H-5o

#6707 (1<sup>st</sup>)

1936 to New York Central #1634

BAX

1635 2-8-2 H-5o

American Locomotive Company-Brooks Works 00/1907 #41834

2-8-0

rebuilt

2-8-2

New York Central #6708

00/1936 to New York Central H-5o #1635 (2<sup>nd</sup>)

00/1947 to New York Central #1550

BAX

1641 2-8-2 H-5o

American Locomotive Company-Brooks Works 1907 #41840

2-8-0

New York Central (Cleveland, Cincinnati, Chicago & Saint Louis) G-5t  
#6714 (1<sup>st</sup>)

February 1915 rebuilt

2-8-2

New York Central (Cleveland, Cincinnati, Chicago & Saint Louis) H-5o  
#6714 (1<sup>st</sup>)

December 1925 to P&E #6714

1936 to New York Central #1641

BAX

1642 2-8-2 H-5L

American Locomotive Company-Brooks Works 1907 #41841

2-8-0

New York Central (Cleveland, Cincinnati, Chicago & Saint Louis) G-5t  
#6715 (1<sup>st</sup>)

December 1913 rebuilt

2-8-2

New York Central (Cleveland, Cincinnati, Chicago & Saint Louis) H-5L  
#6715 (1<sup>st</sup>)

1936 to New York Central #1642

BAX

1647 2-8-2 H-5o

American Locomotive Company-Brooks Works 1907 #41846

2-8-0

New York Central (Cleveland, Cincinnati, Chicago & Saint Louis) G-5t  
#6720 (1<sup>st</sup>)

July 1914 rebuilt

2-8-2

New York Central (Cleveland, Cincinnati, Chicago & Saint Louis) H-5o  
#6720 (1<sup>st</sup>)

1936 to New York Central #1647

BAX

1648 2-8-2 H-5o

American Locomotive Company-Brooks Works 1907 #41847

2-8-0

New York Central (Cleveland, Cincinnati, Chicago & Saint Louis) G-5t  
#6721 (1<sup>st</sup>)

July 1914 rebuilt

2-8-2

New York Central (Cleveland, Cincinnati, Chicago & Saint Louis) H-5o  
#6721 (1<sup>st</sup>)

August 1925 to P&E #6721

1936 to New York Central #1648

BAX

1649 2-8-2 H-5o

American Locomotive Company-Brooks Works 1907 #41848

2-8-0

New York Central (Cleveland, Cincinnati, Chicago & Saint Louis) G-5t  
#6722 (1<sup>st</sup>)

January 1915 rebuilt

2-8-2

New York Central (Cleveland, Cincinnati, Chicago & Saint Louis) H-5o  
#6722 (1<sup>st</sup>)

1936 to New York Central #1649

BAX

1682 (1<sup>st</sup>) 2-6-0 J1/E-1

Schenectady 1892 #3924

2-6-0

#779

New York Central (New York Central & Hudson River) J1 #1682 (1<sup>st</sup>)

to New York Central (New York Central & Hudson River) E-1 #1682 (1<sup>st</sup>)

July 1913 scrapped

BAX

1683 (1<sup>st</sup>) 2-6-0 J1/E-1/Ec  
Schenectady 1892 #3925  
2-6-0  
#780  
1899 to New York Central (New York Central & Hudson River) J1  
#1683 (1<sup>st</sup>)  
to New York Central (New York Central & Hudson River) E-1 #1683 (1<sup>st</sup>)  
October 1902 rebuilt  
New York Central (New York Central & Hudson River) Ec #1683 (1<sup>st</sup>)  
November 1922 sold to Rochester Iron & Metal  
BAX

1684 (1<sup>st</sup>) 2-6-0 J1/E-1  
Schenectady 1892 #3926  
2-6-0  
#781  
1899 to New York Central (New York Central & Hudson River) J1  
#1684 (1<sup>st</sup>)  
to New York Central (New York Central & Hudson River) E-1 #1684 (1<sup>st</sup>)  
July 1912 scrapped  
BAX

1685 (1<sup>st</sup>) 2-6-0 J1/E-1  
Schenectady 1892 #3927  
2-6-0  
#782  
1899 to New York Central (New York Central & Hudson River) J1  
#1685 (1<sup>st</sup>)  
to New York Central (New York Central & Hudson River) E-1 #1685 (1<sup>st</sup>)  
May 1910 sold to Hicks Car & Locomotive  
BAX

1686 (1<sup>st</sup>) 2-6-0 J1/E-1/Ec  
Schenectady 1892 #3928  
2-6-0  
#783  
1899 to New York Central (New York Central & Hudson River) J1  
#1686 (1<sup>st</sup>)  
to New York Central (New York Central & Hudson River) E-1 #1686 (1<sup>st</sup>)  
November 1905 rebuilt  
New York Central (New York Central & Hudson River) Ec #1686 (1<sup>st</sup>)  
January 1917 sold to Wisconsin & Northern #6  
BAX

1687 (1<sup>st</sup>) 2-6-0 J1/E-1/Ec  
Schenectady 1893 #4130  
2-6-0  
#784  
1899 to New York Central (New York Central & Hudson River) J1  
#1687 (1<sup>st</sup>)  
to New York Central (New York Central & Hudson River) E-1 #1687 (1<sup>st</sup>)  
March 1908 rebuilt  
New York Central (New York Central & Hudson River) Ec #1687 (1<sup>st</sup>)  
August 1916 sold to Pittsburgh & Shawmut #103  
BAX

1688 (1<sup>st</sup>) 2-6-0 J1/E-1  
Schenectady 1895 #4393  
2-6-0  
#785  
1899 to New York Central (New York Central & Hudson River) J1  
#1688 (1<sup>st</sup>)  
to New York Central (New York Central & Hudson River) E-1 #1688 (1<sup>st</sup>)  
June 1912 scrapped  
BAX

1741 (1<sup>st</sup>) 2-6-0 P-3/E-1d  
 Schenectady 1900 #5483  
 2-6-0  
 New York Central (New York Central & Hudson River) P-3 #1741 (1<sup>st</sup>)  
 May 1918 rebuilt  
 New York Central (New York Central & Hudson River) E-1d #1741 (1<sup>st</sup>)  
 1936 to New York Central (New York Central) E-1d #1918 (3<sup>rd</sup>)  
 May 1949 scrapped  
 BAX

1742 (1<sup>st</sup>) 2-6-0 P-3/E-1d  
 Schenectady 1900 #5484  
 2-6-0  
 New York Central (New York Central & Hudson River) P-3 #1742 (1<sup>st</sup>)  
 May 1917 rebuilt  
 New York Central (New York Central & Hudson River) E-1d #1742 (1<sup>st</sup>)  
 June 1933 scrapped  
 BAX

1743 (1<sup>st</sup>) 2-6-0 P-3/E-1d  
 Schenectady 1900 #5485  
 2-6-0  
 New York Central (New York Central & Hudson River) P-3 #1743 (1<sup>st</sup>)  
 June 1917 rebuilt  
 New York Central (New York Central & Hudson River) E-1d #1743 (1<sup>st</sup>)  
 1936 to New York Central (New York Central) E-1d #1919 (3<sup>rd</sup>)  
 BAX

1744 (1<sup>st</sup>) 2-6-0 P-3/E-1d  
 Schenectady 1900 #5486  
 2-6-0  
 New York Central (New York Central & Hudson River) P-3 #1744 (1<sup>st</sup>)  
 to New York Central (New York Central & Hudson River) E-1d #1744 (1<sup>st</sup>)  
 August 1923 scrapped  
 BAX

1745 (1<sup>st</sup>) 2-6-0 P-3/E-1d  
 Schenectady 1900 #5487  
 2-6-0  
 New York Central (New York Central & Hudson River) P-3 #1745 (1<sup>st</sup>)  
 to New York Central (New York Central & Hudson River) E-1d #1745 (1<sup>st</sup>)  
 August 1923 scrapped  
 BAX

1746 (1<sup>st</sup>) 2-6-0 P-3/E-1d  
 Schenectady 1900 #5488  
 2-6-0  
 New York Central (New York Central & Hudson River) P-3 #1746 (1<sup>st</sup>)  
 May 1918 rebuilt  
 New York Central (New York Central & Hudson River) E-1d #1746 (1<sup>st</sup>)  
 July 1928 scrapped  
 BAX

1747 (1<sup>st</sup>) 2-6-0 P-3/E-1d  
 Schenectady 1900 #5489  
 2-6-0  
 New York Central (New York Central & Hudson River) P-3 #1747 (1<sup>st</sup>)  
 to New York Central (New York Central & Hudson River) E-1d #1747 (1<sup>st</sup>)  
 December 1925 scrapped  
 BAX

1748 (1<sup>st</sup>) 2-6-0 P-3/E-1d  
 Schenectady 1900 #5490  
 2-6-0  
 New York Central (New York Central & Hudson River) P-3 #1748 (1<sup>st</sup>)  
 July 1917 rebuilt  
 New York Central (New York Central & Hudson River) E-1d #1748 (1<sup>st</sup>)  
 September 1926 sold to Susquehanna & New York #117  
 BAX

1752 (1<sup>st</sup>) 2-6-0 P-3/E-1d  
 Schenectady 1900 #5494  
 2-6-0  
 New York Central (New York Central & Hudson River) P-3 #1752 (1<sup>st</sup>)  
 January 1915 rebuilt  
 New York Central (New York Central & Hudson River) E-1d #1752 (1<sup>st</sup>)  
 May 1933 scrapped  
 BAX

1753 (1<sup>st</sup>) 2-6-0 P-3/E-1d  
 Schenectady 1900 #5495  
 2-6-0  
 New York Central (New York Central & Hudson River) P-3 #1753 (1<sup>st</sup>)  
 to New York Central (New York Central & Hudson River) E-1d #1753 (1<sup>st</sup>)  
 1936 to #1920  
 BAX

1754 (1<sup>st</sup>) 2-6-0 P-3/E-1d  
Schenectady 1900 #5496  
2-6-0  
New York Central (New York Central & Hudson River) P-3 #1754 (1<sup>st</sup>)  
to New York Central (New York Central & Hudson River) E-1d #1754 (1<sup>st</sup>)  
1936 to New York Central (New York Central) E-1d #1921 (2<sup>nd</sup>)  
November 1950 sold as scrap  
BAX

1755 (1<sup>st</sup>) 2-6-0  
Schenectady 1900 #5497  
2-6-0  
New York Central (New York Central & Hudson River) P-3 #1755 (1<sup>st</sup>)  
May 1918 rebuilt  
New York Central (New York Central & Hudson River) E-1d #1755 (1<sup>st</sup>)  
1936 to New York Central (New York Central) E-1d #1922 (2<sup>nd</sup>)  
December 1949 scrapped  
BAX

1756 (1<sup>st</sup>) 2-6-0  
Schenectady 1900 #5498  
2-6-0  
New York Central (New York Central & Hudson River) P-3 #1756 (1<sup>st</sup>)  
to New York Central (New York Central & Hudson River) E-1d #1756 (1<sup>st</sup>)  
December 1924 scrapped  
BAX

1757 (1<sup>st</sup>) 2-6-0  
Schenectady 1900 #5499  
2-6-0  
New York Central (New York Central & Hudson River) P-3 #1757 (1<sup>st</sup>)  
to New York Central (New York Central & Hudson River) E-1d #1757 (1<sup>st</sup>)  
August 1923 scrapped  
BAX

1758 (1<sup>st</sup>) 2-6-0 P-3/E-1d  
Schenectady 1900 #5500  
2-6-0  
New York Central (New York Central & Hudson River) P-3 #1758 (1<sup>st</sup>)  
to New York Central (New York Central & Hudson River) E-1d #1758 (1<sup>st</sup>)  
December 1923 scrapped  
BAX

1759 (1<sup>st</sup>) 2-6-0 P-3/E-1d  
Schenectady 1900 #5501  
2-6-0  
New York Central (New York Central & Hudson River) P-3 #1759 (1<sup>st</sup>)  
November 1917 rebuilt  
New York Central (New York Central & Hudson River) E-1d #1759 (1<sup>st</sup>)  
August 1927 scrapped  
BAX

1760 (1<sup>st</sup>) 2-6-0 P-3/E-1d  
Schenectady 1900 #5502  
2-6-0  
New York Central (New York Central & Hudson River) P-3 #1760 (1<sup>st</sup>)  
to New York Central (New York Central & Hudson River) E-1d #1760 (1<sup>st</sup>)  
August 1923 scrapped  
BAX

1761 (1<sup>st</sup>) 2-6-0 P-3/E-1d  
Schenectady 1900 #5503  
2-6-0  
New York Central (New York Central & Hudson River) P-3 #1761 (1<sup>st</sup>)  
December 1917 rebuilt  
New York Central (New York Central & Hudson River) E-1d #1761 (1<sup>st</sup>)  
October 1928 scrapped  
BAX

1762 (1<sup>st</sup>) 2-6-0 P-4/E-2/E-2a  
Schenectady 1900 #5504  
2-6-0  
New York Central (New York Central & Hudson River) P-4 #1762 (1<sup>st</sup>)  
to New York Central (New York Central & Hudson River) E-2 #1762 (1<sup>st</sup>)  
rebuilt  
simple  
New York Central (New York Central & Hudson River) E-2a #1762 (1<sup>st</sup>)  
November 1924 scrapped  
BAX

1763 (1<sup>st</sup>) 2-6-0 V2/E-3a/E-1g  
 Schenectady 1900 #5505  
 2-6-0  
 New York Central (New York Central & Hudson River) V2 #1763 (1<sup>st</sup>)  
 September 1905 rebuilt  
 New York Central (New York Central & Hudson River) E-3a #1763 (1<sup>st</sup>)  
 rebuilt  
 New York Central (New York Central & Hudson River) E-1g #1763 (1<sup>st</sup>)  
 November 1915 retired from service  
 BAX

1764 (1<sup>st</sup>)  
 Schenectady 1900 #5506  
 2-6-0  
 New York Central (New York Central & Hudson River) V2 #1764 (1<sup>st</sup>)  
 to New York Central (New York Central & Hudson River) E-3a #1764 (1<sup>st</sup>)  
 October 1905 rebuilt  
 New York Central (New York Central & Hudson River) E-1g #1764 (1<sup>st</sup>)  
 1916 to Raquette Lake #1  
 1936 to New York Central #1928  
 BAX

1765 (1<sup>st</sup>) 2-6-0 V2/E-3a/E-1g  
 Schenectady 1900 #5507  
 New York Central (New York Central & Hudson River) V2 #1765 (1<sup>st</sup>)  
 August 1905 rebuilt  
 New York Central (New York Central & Hudson River) E-3a #1765 (1<sup>st</sup>)  
 rebuilt  
 New York Central (New York Central & Hudson River) E-1g #1765 (1<sup>st</sup>)  
 1936 to New York Central #1929  
 BAX

1795 2-6-0  
 New York Locomotive Company February 1886 #123  
 2-6-0 18x24" cylinders  
 Rome, Watertown & Ogdensburg #12  
 to Carthage & Adirondak #2  
 to Rome, Watertown & Ogdensburg #12  
 to New York Central #841  
 to New York Central #500  
 to New York Central #1795  
 AJE

1800 2-6-0  
 New York Locomotive Company October 1883 #50  
 2-6-0 18x24-57  
 Rome, Watertown & Ogdensburg #5 (2<sup>nd</sup>)  
 to New York Central #849  
 to New York Central #1800  
 AIZ

1801 2-6-0  
 New York Locomotive Company October 1883 #51  
 2-6-0 18x24-57  
 Rome, Watertown & Ogdensburg #6 (2<sup>nd</sup>)  
 to New York Central #850  
 to New York Central #1801  
 AIZ

1802 2-6-0  
 New York Locomotive Company December 1883 #58  
 2-6-0 18x24  
 Washington, Ohio & Western #8  
 returned to New York Locomotive Company  
 to Post, Martin & Company  
 to Rome, Watertown & Ogdensburg #7 (2<sup>nd</sup>)  
 to New York Central #851  
 to New York Central #1802  
 AIZ

1803 2-6-0  
 Baldwin 1876 #3933  
 2-6-0  
 RW&O #8  
 1892 to New York Central (New York Central & Hudson River) J3  
 #852 (2<sup>nd</sup>)  
 1899 to New York Central #1803  
 BAX



1804 2-6-0  
 Baldwin 1876 #3934  
 2-6-0  
 RW&O #9  
 1892 to New York Central (New York Central & Hudson River) J3  
 #853 (2<sup>nd</sup>)  
 1899 to New York Central #1804  
 BAX

1805 2-6-0  
 New York Locomotive Company February 1886 #122  
 2-6-0 18x24" cylinders  
 Rome, Watertown & Ogdensburg #13 (2<sup>nd</sup>)  
 to New York Central #856  
 to New York Central #1805  
 AJE

1844 2-8-0 G-9  
 Schenectady July 1883 #1688  
 2-8-0 Standard gauge 20x24-51" 50T  
 Fall Brook Coal #40 "Susquehanna"; Lyons, New York  
 to New York Central & Hudson River G-9 #1844  
 to New York Central & Hudson River G-9 #2275  
 ATX

1859 (1<sup>st</sup>) 2-6-0  
 Schenectady 1900 #5571  
 2-6-0  
 New York Central (New York Central & Hudson River) P-5 #1859 (1<sup>st</sup>)  
 June 1917 rebuilt  
 New York Central (New York Central & Hudson River) E-1e #1859 (1<sup>st</sup>)  
 1936 to New York Central (New York Central) E-1e #1923 (2<sup>nd</sup>)  
 March 1949 scrapped  
 BAX

1860 (1<sup>st</sup>) 2-6-0 P-5/E-1d  
 Schenectady 1900 #5572  
 2-6-0  
 New York Central (New York Central & Hudson River) P-5 #1860 (1<sup>st</sup>)  
 to New York Central (New York Central & Hudson River) E-1e #1860 (1<sup>st</sup>)  
 November 1923 scrapped  
 BAX

1861 (1<sup>st</sup>) 2-6-0 P-5/E-1e  
 Schenectady 1900 #5573  
 2-6-0  
 New York Central (New York Central & Hudson River) P-5 #1861 (1<sup>st</sup>)  
 April 1919 rebuilt  
 New York Central (New York Central & Hudson River) E-1e #1861 (1<sup>st</sup>)  
 1936 to New York Central (New York Central) E-1e #1924 (2<sup>nd</sup>)  
 September 1948 scrapped  
 BAX

1862 (1<sup>st</sup>) 2-6-0 P-5/E-1e  
 Schenectady 1900 #5574  
 2-6-0  
 New York Central (New York Central & Hudson River) P-5 #1862 (1<sup>st</sup>)  
 to New York Central (New York Central & Hudson River) E-1e #1862 (1<sup>st</sup>)  
 November 1923 scrapped  
 BAX

1863 (1<sup>st</sup>) 2-6-0 P-5/E-1e  
 Schenectady 1900 #5575  
 2-6-0  
 New York Central (New York Central & Hudson River) P-5 #1863 (1<sup>st</sup>)  
 to New York Central (New York Central & Hudson River) E-1e #1863 (1<sup>st</sup>)  
 December 1923 scrapped  
 BAX

1864 (1<sup>st</sup>) 2-6-0 P-5/E-1e  
 Schenectady 1900 #5576  
 2-6-0  
 New York Central (New York Central & Hudson River) P-5 #1864 (1<sup>st</sup>)  
 to New York Central (New York Central & Hudson River) E-1e #1864 (1<sup>st</sup>)  
 December 1924 scrapped  
 BAX

1865 (1<sup>st</sup>) 2-6-0 P-5/E-1e  
 Schenectady 1900 #5577  
 2-6-0  
 New York Central (New York Central & Hudson River) P-5 #1865 (1<sup>st</sup>)  
 September 1919 rebuilt  
 New York Central (New York Central & Hudson River) E-1e #1865 (1<sup>st</sup>)  
 May 1953 scrapped  
 BAX

1866 (1<sup>st</sup>) 2-6-0 P-5/E-1e  
Schenectady 1900 #5578  
2-6-0  
New York Central (New York Central & Hudson River) P-5 #1866 (1<sup>st</sup>)  
to New York Central (New York Central & Hudson River) E-1e #1866 (1<sup>st</sup>)  
December 1925 scrapped  
BAX

1867 (1<sup>st</sup>) 2-6-0 P-5/E-1e  
Schenectady 1900 #5579  
2-6-0  
New York Central (New York Central & Hudson River) P-5 #1867 (1<sup>st</sup>)  
to New York Central (New York Central & Hudson River) E-1e #1867 (1<sup>st</sup>)  
November 1926 scrapped  
BAX

1868 (1<sup>st</sup>) 2-6-0 P-5/E-1e  
Schenectady 1900 #5580  
2-6-0  
New York Central (New York Central & Hudson River) P-5 #1868 (1<sup>st</sup>)  
November 1918 rebuilt  
New York Central (New York Central & Hudson River) E-1e #1868 (1<sup>st</sup>)  
1936 to New York Central (New York Central) E-1e #1925 (2<sup>nd</sup>)  
September 1948 scrapped  
BAX

1869 (1<sup>st</sup>) 2-6-0 P-5/E-1e  
Schenectady 1900 #5581  
2-6-0  
New York Central (New York Central & Hudson River) P-5 #1869 (1<sup>st</sup>)  
to New York Central (New York Central & Hudson River) E-1e #1869 (1<sup>st</sup>)  
January 1922 scrapped  
BAX

1870 (1<sup>st</sup>) 2-6-0 P-5/E-1e  
Schenectady 1900 #5582  
2-6-0  
New York Central (New York Central & Hudson River) P-5 #1870 (1<sup>st</sup>)  
August 1918 rebuilt  
New York Central (New York Central & Hudson River) E-1e #1870 (1<sup>st</sup>)  
1936 to New York Central (New York Central) E-1e #1926 (2<sup>nd</sup>)  
November 1950 sold as scrap  
BAX

1871 (1<sup>st</sup>) 2-6-0 P-5/E-1e  
Schenectady 1900 #5583  
2-6-0  
New York Central (New York Central & Hudson River) P-5 #1871 (1<sup>st</sup>)  
to New York Central (New York Central & Hudson River) E-1e #1871 (1<sup>st</sup>)  
November 1924 scrapped  
BAX

1872 (1<sup>st</sup>) 2-6-0 P-5/E-1e  
Schenectady 1900 #5584  
2-6-0  
New York Central (New York Central & Hudson River) P-5 #1872 (1<sup>st</sup>)  
to New York Central (New York Central & Hudson River) E-1e #1872 (1<sup>st</sup>)  
August 1923 scrapped  
BAX

1873 (1<sup>st</sup>) 2-6-0 P-5/E-1e  
Schenectady 1900 #5585  
2-6-0  
New York Central (New York Central & Hudson River) P-5 #1873 (1<sup>st</sup>)  
December 1914 rebuilt  
to New York Central (New York Central & Hudson River) E-1e #1873 (1<sup>st</sup>)  
July 1932 scrapped  
BAX

1879 (1<sup>st</sup>) 2-6-0 E1/Ex  
Baldwin 1871 #2454  
2-6-0  
Rutland #370  
1904 to New York Central (New York Central & Hudson River) E1  
#1879 (1<sup>st</sup>)  
to New York Central (New York Central & Hudson River) Ex #1879 (1<sup>st</sup>)  
June 1909 scrapped  
BAX

1884 (1<sup>st</sup>) 2-6-0 E-1d  
Schenectady 1900 #5591  
2-6-0  
Rutland #320  
1904 to New York Central (New York Central & Hudson River) E-1d  
#1884 (1<sup>st</sup>)  
1914 to Rutland #144  
BAX

1885 (1<sup>st</sup>) 2-6-0 E-1d  
 Schenectady 1900 #5592  
 2-6-0  
 Rutland #321  
 1904 to New York Central (New York Central & Hudson River) E-1d  
 #1885 (1<sup>st</sup>)  
 1914 to Rutland #145  
 BAX  
 1890 (1<sup>st</sup>) 2-6-0 E-4a/E-14  
 Schenectady 1900 #5406  
 2-6-0  
 Rutland #390  
 1904 to New York Central (New York Central & Hudson River) E-4a  
 #1890 (1<sup>st</sup>)  
 to New York Central (New York Central & Hudson River) E-14 #1890 (1<sup>st</sup>)  
 1914 to Rutland #150  
 BAX  
 1891 (1<sup>st</sup>) 2-6-0 E-4a/E-14  
 Schenectady 1900 #5407  
 2-6-0  
 Rutland #391  
 1904 to New York Central (New York Central & Hudson River) E-4a  
 #1891 (1<sup>st</sup>)  
 to New York Central (New York Central & Hudson River) E-14 #1891 (1<sup>st</sup>)  
 1914 to Rutland #151  
 BAX  
 1903 0-6-0T B-8  
 Schenectady 1893 #4030  
 0-6-0T steam dummy  
 New York Central #9  
 1923 to New York Central (New York Central) B-8 #1903 (2<sup>nd</sup>)  
 February 1924 retired from service  
 BAX

1905 0-6-0T B-11  
 Schenectady 1891 #3460  
 0-6-0T dummy  
 #11  
 1923 to New York Central (New York Central) B-11 #1905 (2<sup>nd</sup>)  
 July 1924 retired from service  
 BAX  
 1918 (3<sup>rd</sup>) 2-6-0 E-1d  
 Schenectady 1900 #5483  
 2-6-0  
 New York Central #1741  
 1936 to New York Central (New York Central) E-1d #1918 (3<sup>rd</sup>)  
 May 1949 scrapped  
 BAX  
 1919 (3<sup>rd</sup>) 2-6-0 E-1d  
 Schenectady 1900 #5485  
 2-6-0  
 New York Central #1743  
 1936 to New York Central (New York Central) E-1d #1919 (3<sup>rd</sup>)  
 December 1950 scrapped  
 BAX  
 1920 (2<sup>nd</sup>) 2-6-0 E-1d  
 Schenectady 1900 #5495  
 2-6-0  
 #1753  
 1936 to New York Central (New York Central) E-1d #1920 (2<sup>nd</sup>)  
 July 1950 scrapped  
 BAX  
 1921 (2<sup>nd</sup>) 2-6-0 E-1d  
 Schenectady 1900 #5496  
 2-6-0  
 New York Central #1754  
 1936 to New York Central (New York Central) E-1d #1921 (2<sup>nd</sup>)  
 November 1950 sold as scrap  
 BAX

1922 (2<sup>nd</sup>) 2-6-0 E-1d  
Schenectady 1900 #5497  
2-6-0  
New York Central #1755  
1936 to New York Central (New York Central) E-1d #1922 (2<sup>nd</sup>)  
December 1949 scrapped  
BAX

1923 (2<sup>nd</sup>) 2-6-0 E-1e  
Schenectady 1900 #5571  
2-6-0  
New York Central (New York Central & Hudson River) P-5 #1859 (1<sup>st</sup>)  
June 1917 rebuilt  
New York Central (New York Central & Hudson River) E-1e #1859 (1<sup>st</sup>)  
1936 to New York Central (New York Central) E-1e #1923 (2<sup>nd</sup>)  
March 1949 scrapped  
BAX

1924 (2<sup>nd</sup>) 2-6-0 E-1e  
Schenectady 1900 #5573  
2-6-0  
New York Central (New York Central & Hudson River) P-5 #1861 (1<sup>st</sup>)  
April 1919 rebuilt  
New York Central (New York Central & Hudson River) E-1e #1861 (1<sup>st</sup>)  
1936 to New York Central (New York Central) E-1e #1924 (2<sup>nd</sup>)  
September 1948 scrapped  
BAX

1925 (2<sup>nd</sup>) 2-6-0 E-1e  
Schenectady 1900 #5580  
2-6-0  
New York Central (New York Central & Hudson River) P-5 #1868 (1<sup>st</sup>)  
November 1918 rebuilt  
New York Central (New York Central & Hudson River) E-1e #1868 (1<sup>st</sup>)  
1936 to New York Central (New York Central) E-1e #1925 (2<sup>nd</sup>)  
September 1948 scrapped  
BAX

1926 (1<sup>st</sup>) 0-6-0  
Schenectady 1900 #5508  
0-6-0  
New York Central #78  
1923 to New York Central (New York Central) B-2 #1926 (2<sup>nd</sup>)  
December 1923 sold to General Equipment Company  
BAX

1926 (2<sup>nd</sup>) 2-6-0 E-1e  
Schenectady 1900 #5582  
2-6-0  
New York Central (New York Central & Hudson River) P-5 #1870 (1<sup>st</sup>)  
August 1918 rebuilt  
New York Central (New York Central & Hudson River) E-1e #1870 (1<sup>st</sup>)  
1936 to New York Central (New York Central) E-1e #1926 (2<sup>nd</sup>)  
November 1950 sold as scrap  
BAX

1927 (1<sup>st</sup>) 0-6-0 B-2  
Schenectady 1900 #5509  
0-6-0  
New York Central #79  
1923 to New York Central (New York Central) B-2 #1927 (1<sup>st</sup>)  
December 1923 sold to General Equipment Company  
BAX

1928 (1<sup>st</sup>) 0-6-0 B-2  
Schenectady 1900 #5512  
0-6-0  
New York Central #81  
1923 to New York Central (New York Central) B-2 #1928 (1<sup>st</sup>)  
1922 retired from service  
December 1923 sold to General Equipment Company  
BAX

1928 (3<sup>rd</sup>) 2-6-0 E-1g  
Schenectady 1900 #5506  
2-6-0  
Raquette Lake #1  
1936 to New York Central (New York Central) E-1g #1928 (3<sup>rd</sup>)  
December 1947 scrapped  
BAX

1929 (1<sup>st</sup>) 0-6-0 B-2  
Schenectady 1900 #5513  
0-6-0  
New York Central #82  
1923 to New York Central (New York Central) B-2 #1929 (1<sup>st</sup>)  
December 1923 sold to General Equipment Company  
BAX

1929 (2<sup>nd</sup>) 2-6-0 E-1g  
Schenectady 1900 #5507  
2-6-0  
New York Central (New York Central & Hudson River) V2 #1765 (1<sup>st</sup>)  
August 1905 rebuilt  
New York Central (New York Central & Hudson River) E-3a #1765 (1<sup>st</sup>)  
rebuilt  
New York Central (New York Central & Hudson River) E-1g #1765 (1<sup>st</sup>)  
1936 to New York Central (New York Central) E-1g #1929 (2<sup>nd</sup>)  
September 1948 scrapped  
BAX

1930 (1<sup>st</sup>) 0-6-0 B-2  
Schenectady 1900 #5514  
0-6-0  
New York Central #83  
1923 to New York Central (New York Central) B-2 #1930 (1<sup>st</sup>)  
December 1923 sold to General Equipment Company  
BAX

1931 (1<sup>st</sup>) 0-6-0 B-2  
Schenectady 1900 #5515  
0-6-0  
New York Central #84  
1923 to New York Central (New York Central) B-2 #1931 (1<sup>st</sup>)  
November 1923 scrapped  
BAX

1932 (1<sup>st</sup>) 0-6-0 B-2  
Schenectady 1900 #5516  
0-6-0  
New York Central #85  
1923 to New York Central (New York Central) B-2 #1932 (1<sup>st</sup>)  
December 1923 sold to General Equipment Company  
BAX

1954 (1<sup>st</sup>) 0-6-0 B-2  
Schenectady 1900 #5517  
0-6-0  
New York Central #320  
1923 to New York Central (New York Central) B-2 #1954 (1<sup>st</sup>) (never  
relettered)  
June 1923 sold to Merchants Dispatch Transportation  
BAX

1955 (1<sup>st</sup>) 0-6-0 B-2  
Schenectady 1900 #5518  
0-6-0  
New York Central #321  
1923 to New York Central (New York Central) B-2 #1955 (1<sup>st</sup>)  
1936 to New York Central #6799  
BAX

1999 (1<sup>st</sup>) 4-6-0  
Baldwin 1872 #2945  
4-6-0  
Pittsburgh & Eastern #2  
1899 to New York Central (New York Central & Hudson River) #1999 (1<sup>st</sup>)  
November 1901 scrapped  
BAX

2009 (3<sup>rd</sup>) 2-8-2 H-7c  
American Locomotive Company-Brooks Works 1913 #54101  
2-8-2  
#7909  
1936 to New York Central H-7c #2009 (3<sup>rd</sup>)  
October 1954 retired from service  
December 1954 scrapped  
BAX

2011 (3<sup>rd</sup>) 2-8-2 H-7c  
American Locomotive Company-Brooks Works 1913 #54103  
2-8-2  
#7911  
1936 to New York Central H-7c #2011 (3<sup>rd</sup>)  
1938 retired from service  
December 1938 scrapped  
BAX

2013 (3<sup>rd</sup>) 2-8-2 H-7c

American Locomotive Company-Brooks Works 1913 #54105

2-8-2

#7913

1936 to New York Central H-7c #2013 (3<sup>rd</sup>)

July 1955 retired from service

August 1955 scrapped

BAX

2024 (3<sup>rd</sup>) 2-8-2 H-7c

American Locomotive Company-Brooks Works 1913 #54116

2-8-2

#7924

1936 to New York Central H-7c #2024 (3<sup>rd</sup>)

May 1955 retired from service

June 1955 scrapped

BAX

2132 4-6-0

American Locomotive Company-Schenectady Works 1908 #45348

4-6-0

New York Central #2132

1936 to New York Central (New York Central) F-12g #845 (4<sup>th</sup>)

1948 to New York Central #1258

BAX

2134 4-6-0

American Locomotive Company-Schenectady Works 1908 #45350

4-6-0

New York Central #2134

1936 to New York Central (New York Central) F-12g #846 (4<sup>th</sup>)

1948 to New York Central #1259

BAX

2135 4-6-0

American Locomotive Company-Schenectady Works 1908 #45351

4-6-0

New York Central #2135

1936 to New York Central (New York Central) F-12g #847 (4<sup>th</sup>)

1948 to New York Central #1260

BAX

2136 4-6-0

American Locomotive Company-Schenectady Works 1908 #45352

4-6-0

New York Central #2136

1936 to New York Central (New York Central) F-12g #848 (4<sup>th</sup>)

1948 to New York Central #1261

BAX

2137 4-6-0

American Locomotive Company-Schenectady Works 1908 #45353

4-6-0

New York Central #2137

1936 to New York Central (New York Central) F-12g #849 (3<sup>rd</sup>)

1948 to New York Central #1262

BAX

2138 4-6-0

American Locomotive Company-Schenectady Works 1908 #45354

4-6-0

New York Central #2138

1936 to New York Central (New York Central) F-12g #850 (4<sup>th</sup>)

1948 to New York Central #1263

BAX

2139 4-6-0

American Locomotive Company-Schenectady Works 1908 #45355

4-6-0

New York Central #2139

1936 to New York Central (New York Central) F-12g #851 (4<sup>th</sup>)

1948 to New York Central #1264

BAX

2141 4-6-0

American Locomotive Company-Schenectady Works 1908 #45357

4-6-0

New York Central #2141

1936 to New York Central (New York Central) F-12g #852 (4<sup>th</sup>)

1948 to New York Central #1265

BAX

2142 4-6-0  
American Locomotive Company-Schenectady Works 1908 #45358  
4-6-0  
New York Central #2142  
1936 to New York Central (New York Central) F-12g #853 (4<sup>th</sup>)  
1948 to New York Central #1266  
BAX

2143 4-6-0  
American Locomotive Company-Schenectady Works 1908 #45359  
4-6-0  
New York Central #2143  
1936 to New York Central (New York Central) F-12g #854 (4<sup>th</sup>)  
1948 to New York Central #1267  
BAX

2144 4-6-0  
American Locomotive Company-Schenectady Works 1908 #45360  
4-6-0  
New York Central #2144  
1936 to New York Central (New York Central) F-12g #855 (4<sup>th</sup>)  
1948 to New York Central #1268  
BAX

2145 4-6-0  
American Locomotive Company-Schenectady Works 1908 #45361  
4-6-0  
New York Central #2145  
1936 to New York Central (New York Central & Hudson River) F-12g  
#856 (4<sup>th</sup>)  
1948 to New York Central #1269  
BAX

2146 4-6-0  
American Locomotive Company-Schenectady Works 1908 #45362  
4-6-0  
New York Central #2146  
1936 to New York Central (New York Central) F-12g #857 (4<sup>th</sup>)  
1948 to New York Central #1270  
BAX

2147 4-6-0  
American Locomotive Company-Schenectady Works 1908 #45363  
4-6-0  
New York Central #2147  
1936 to New York Central (New York Central & Hudson River) F-12g  
#858 (4<sup>th</sup>)  
1948 to New York Central #1271  
BAX

2148 4-6-0  
American Locomotive Company-Schenectady Works 1908 #45364  
4-6-0  
New York Central #2148  
1936 to New York Central (New York Central) F-12g #859 (4<sup>th</sup>)  
1948 to New York Central #1272  
BAX

2148 2-8-2 H-10a  
Lima Locomotive Works March 1923 #6414 1038-58  
2-8-2 Standard gauge 28x30-63 15000 gal. 18 ton coal 168T  
New York Central H-10a #48  
to New York Central #2148  
May 1950 to Pittsburgh & Lake Erie #213  
KUN

2149 4-6-0  
American Locomotive Company-Schenectady Works 1908 #45365  
4-6-0  
New York Central #2149  
1936 to New York Central (New York Central) F-12g #860 (4<sup>th</sup>)  
1948 to New York Central #1273  
BAX

2149 2-8-2 H-10a  
Lima Locomotive Works April 1923 #6415 1038-59  
2-8-2 Standard gauge 28x30-63 15000 gal 24 ton coal 168T  
New York Central H-10a #49  
to New York Central #2149  
KUN

2150 4-6-0

American Locomotive Company-Schenectady Works 1908 #45366  
4-6-0  
New York Central #2150  
1936 to New York Central (New York Central) F-12g #861 (4<sup>th</sup>)  
1948 to New York Central #1274  
BAX

2150 2-8-2 H-10a

Lima Locomotive Works April 1923 #6416 1038-60  
2-8-2 Standard gauge 28x30-63 15000 gal 24 ton coal 168T  
New York Central H-10a #50  
to New York Central #2150  
KUN

2151 4-6-0

American Locomotive Company-Schenectady Works 1908 345367  
4-6-0  
New York Central #2151  
1936 to New York Central (New York Central) F-12g #862 (5<sup>th</sup>)  
1948 to New York Central #1275  
BAX

2151 2-8-2 H-10a

Lima Locomotive Works April 1923 #6417 1038-61  
2-8-2 Standard gauge 28x30-63 15000 gal 24 ton coal 168T  
New York Central H-10a #51  
to New York Central #2151  
KUN

2152 4-6-0

American Locomotive Company-Schenectady Works 1908 #45368  
4-6-0  
New York Central #2152  
1936 to New York Central (New York Central) F-12g #863 (5<sup>th</sup>)  
1948 to New York Central #1276  
BAX

2152 2-8-2 H-10a

Lima Locomotive Works April 1923 #6418 1038-62  
2-8-2 Standard gauge 28x30-63 15000 gal. 24 ton coal 168T  
New York Central H-10a #52  
to New York Central #2152  
KUN

2153 4-6-0

American Locomotive Company-Schenectady Works 1908 #45369  
4-6-0  
New York Central #2153  
1936 to New York Central (New York Central) F-12g #864 (5<sup>th</sup>)  
1948 to New York Central #1277  
BAX

2153 2-8-2 H-10a

Lima Locomotive Works April 1923 #6419 1038-63  
2-8-2 Standard gauge 28x30-63 15000 gal. 24 ton coal 168T  
New York Central H-10a #53  
to New York Central #2153  
KUN

2154 4-6-0

American Locomotive Company-Schenectady Works 1908 #45370  
4-6-0  
New York Central #2154  
1936 to New York Central (New York Central) F-12g #865 (5<sup>th</sup>)  
1948 to New York Central #1278  
BAX

2154 2-8-2 H-10a

Lima Locomotive Works April 1923 #6420 1038-64  
2-8-2 Standard gauge 28x30-63 15000 gal. 24 ton coal 168T  
New York Central H-10a #54  
to New York Central #2154  
KUN

2155 2-8-2 H-10a

Lima Locomotive Works April 1923 #6421 1038-65  
2-8-2 Standard gauge 28x30-63 15000 gal. 24 ton coal 168T  
New York Central H-10a #55  
to New York Central #2155  
KUN

2156 2-8-2 H-10a

Lima Locomotive Works April 1923 #6422 1038-66  
2-8-2 Standard gauge 28x30-63 15000 gal. 24 ton coal 168T  
New York Central H-10a #56  
to New York Central #2156  
KUN



2157 2-8-2 H-10a

Lima Locomotive Works April 1923 #6423 1038-67  
2-8-2 Standard gauge 28x30-63 15000 gal. 24 ton coal 168T  
New York Central H-10a #57  
to New York Central #2157  
KUN

2158 2-8-2 H-10a

Lima Locomotive Works April 1923 #6424 1038-68  
2-8-2 Standard gauge 28x30-63 15000 gal. 24 ton coal 168T  
New York Central H-10a #58  
to New York Central #2158  
KUN

2159 2-8-2 H-10a

Lima Locomotive Works April 1923 #6425 1038-69  
2-8-2 Standard gauge 28x30-63 15000 gal. 24 ton coal 168T  
New York Central H-10a #59  
to New York Central #2159  
KUN

2160 2-8-2 H-10a

Lima Locomotive Works April 1923 #6426 1038-70  
2-8-2 Standard gauge 28x30-63 15000 gal 24 ton coal 168T  
New York Central H-10a #60  
to New York Central #2160  
KUN

2161 2-8-2 H-10a

Lima Locomotive Works April 1923 #6427 1038-71  
2-8-2 Standard gauge 28x30-63 15000 gal. 24 ton coal 168T  
New York Central H-10a #61  
to New York Central #2161  
KUN

2162 2-8-2 H-10a

Lima Locomotive Works April 1923 #6428 1038-72  
2-8-2 Standard gauge 28x30-63 15000 gal. 24 ton coal 168T  
New York Central H-10a #62  
to New York Central #2162  
KUN

2163 2-8-2 H-10a

Lima Locomotive Works April 1923 #6429 1038-73  
2-8-2 Standard gauge 28x30-63 15000 gal. 24 ton coal 168T  
New York Central H-10a #63  
to New York Central #2163  
KUN

2164 2-8-2 H-10a

Lima Locomotive Works April 1923 #6430 1038-74  
2-8-2 Standard gauge 28x30-63 15000 gal. 24 ton coal 168T  
New York Central H-10a #64  
to New York Central #2164  
KUN

2165 2-8-2 H-10a

Lima Locomotive Works April 1923 #6431 1038-75  
2-8-2 Standard gauge 28x30-63 15000 gal. 24 ton coal 168T  
New York Central H-10a #65  
to New York Central #2165  
KUN

2196 1888 4-6-0

#2099  
1902 to New York Central (New York Central & Hudson River) F-5  
#2196 (1<sup>st</sup>)  
September 1905 scrapped  
BAX

2210 (1<sup>st</sup>) 2-8-0 G-13

Schenectady 1893 #4055  
2-8-0  
New York Central #996  
1899 to New York Central (New York Central & Hudson River) G-13  
#2210 (1<sup>st</sup>)  
October 1907 sold to Kilby Car & Locomotive  
BAX

2211 (1<sup>st</sup>) 2-8-0 G-13  
Schenectady 1893 #4056  
2-8-0  
New York Central #997  
1899 to New York Central (New York Central & Hudson River) G-13  
#2211 (1<sup>st</sup>)  
October 1907 sold to Kilby Car & Locomotive  
BAX

2269 2-8-0 G-9  
Schenectady April 1883 #1681  
2-8-0 Standard gauge 20x24-51" 50T  
Fall Brook Coal #33 "Middlebury"; Lyons, New York  
to New York Central & Hudson River G-9 #2269  
to Kilby Locomotive & Machine (dealer); Anniston, Alabama  
ATX

2270 2-8-0 G-9  
Schenectady April 1883 #1683  
2-8-0 Standard gauge 20x24-51" 50T  
Fall Brook Coal #35 "Osceola"; Lyons, New York  
to New York Central & Hudson River G-9 #2270  
ATX

2271 2-8-0 G-9  
Schenectady May 1883 #1684  
2-8-0 Standard gauge 20x24-51" 50T  
Fall Brook Coal #36 "Westfield"; Lyons, New York  
to New York Central & Hudson River G-9 #2271  
ATX

2272 2-8-0 G-9  
Schenectady May 1883 #1685  
2-8-0 Standard gauge 20x24-51" 50T  
Fall Brook Coal #37 "Knoxville"; Lyons, New York  
to New York Central & Hudson River G-9 #2272  
April 1907 to Kilby Locomotive & Machine (dealer); Anniston, Alabama  
ATX

2273 2-8-0 G-9  
Schenectady June 1883 #1686  
2-8-0 Standard gauge 20x24-51" 50T  
Fall Brook Coal #38 "Lindley"; Lyons, New York  
to New York Central & Hudson River G-9 #2273  
to Kilby Locomotive & Machine (dealer); Anniston, Alabama  
ATX

2274 2-8-0 G-9  
Schenectady June 1883 #1687  
2-8-0 Standard gauge 20x24-51" 50T  
Fall Brook Coal #39 "Pine Creek"; Lyons, New York  
to Fall Brook Coal #39 "Morrisbury"; Lyons, New York  
to New York Central & Hudson River G-9 #2274  
March 1906 to Weston Lumber Company #10  
ATX

2275 2-8-0 G-9  
Schenectady July 1883 #1688  
2-8-0 Standard gauge 20x24-51" 50T  
Fall Brook Coal #40 "Susquehanna"; Lyons, New York  
to New York Central & Hudson River G-9 #1844  
to New York Central & Hudson River G-9 #2275  
ATX

2276 2-8-0 G-9  
Schenectady August 1883 #1689  
2-8-0 Standard gauge 20x24-51" 50T  
Fall Brook Coal #41 "Lycoming"; Lyons, New York  
to New York Central & Hudson River G-9 #2276  
March 1906 to Kilby Locomotive & Machine (dealer); Anniston, Alabama  
ATX

2277 2-8-0 G-9  
Schenectady August 1883 #1690  
2-8-0 Standard gauge 20x24-51" 50T  
Fall Brook Coal #42 "Williamsport"; Lyons, New York  
to New York Central & Hudson River G-9 #2277  
ATX

2278 2-8-0 G-9

Schenectady October 1883 #1691

2-8-0 Standard gauge 20x24-51" 50T

Fall Brook Coal #43 "Jersey Shore"; Lyons, New York

February 1908 to New York Central & Hudson River G-9 #2278

ATX

2298 (1<sup>st</sup>) 2-8-0 G-10

Schenectady 1894 #4233

2-8-0

Fall Brook Railroad #78

1899 to New York Central (New York Central & Hudson River) G-10

#2298 (1<sup>st</sup>)

November 1911 scrapped

BAX

2299 (1<sup>st</sup>) 2-8-0 G-10

Schenectady 1894 #4234

2-8-0

Fall Brook Railroad #79

1899 to New York Central (New York Central & Hudson River) G-10

#2299 (1<sup>st</sup>)

circa 1914 retired from service

BAX

2300 (1<sup>st</sup>) 2-8-0 G-10

Schenectady 1894 #4235

2-8-0

Fall Brook Railroad #80

1899 to New York Central (New York Central & Hudson River) G-10

#2300 (1<sup>st</sup>)

circa 1914 retired from service

BAX

2301 (1<sup>st</sup>) 2-8-0 G-12

Schenectady 1896 #4395

2-8-0

Fall Brook Railroad #81

1899 to New York Central (New York Central & Hudson River) G-12

#2301 (1<sup>st</sup>)

November 1913 scrapped

BAX

2302 (1<sup>st</sup>) 2-8-0 G-3/G-3b

Schenectady 1901 #6003

2-8-0

New York Central (New York Central & Hudson River) G-3 #2302 (1<sup>st</sup>)

to New York Central (New York Central & Hudson River) G-3b

#2302 (1<sup>st</sup>)

October 1926 retired from service

BAX

2303 (1<sup>st</sup>) 2-8-0 G-3/G-3b

Schenectady 1901 #6004

2-8-0

New York Central (New York Central & Hudson River) G-3 #2303 (1<sup>st</sup>)

to New York Central (New York Central & Hudson River) G-3b

#2303 (1<sup>st</sup>)

July 1927 retired from service

BAX

2304 (1<sup>st</sup>) 2-8-0 G-3/G-3b

Schenectady 1901 #6005

2-8-0

New York Central (New York Central & Hudson River) G-3 #2304 (1<sup>st</sup>)

to New York Central (New York Central & Hudson River) G-3b

#2304 (1<sup>st</sup>)

June 1927 retired from service

BAX

2305 (1<sup>st</sup>) 2-8-0 G-3/G-3b

Schenectady 1901 #6006

2-8-0

New York Central (New York Central & Hudson River) G-3 #2305 (1<sup>st</sup>)

to New York Central (New York Central & Hudson River) G-3b

#2305 (1<sup>st</sup>)

October 1926 retired from service

BAX

2306 (1<sup>st</sup>) 2-8-0 G-3/G-3b  
Schenectady 1901 #6007  
2-8-0  
New York Central (New York Central & Hudson River) G-3 #2306 (1<sup>st</sup>)  
to New York Central (New York Central & Hudson River) G-3b  
#2306 (1<sup>st</sup>)  
June 1927 retired from service  
BAX

2307 (1<sup>st</sup>) 2-8-0 G-3/G-3b  
Schenectady 1901 #6008  
2-8-0  
New York Central (New York Central & Hudson River) G-3 #2307 (1<sup>st</sup>)  
to New York Central (New York Central & Hudson River) G-3b  
#2307 (1<sup>st</sup>)  
July 1927 retired from service  
BAX

2308 (1<sup>st</sup>) 2-8-0 G-3/G-3b  
Schenectady 1901 #6009  
2-8-0  
New York Central (New York Central & Hudson River) G-3 #2308 (1<sup>st</sup>)  
to New York Central (New York Central & Hudson River) G-3b  
#2308 (1<sup>st</sup>)  
June 1927 retired from service  
BAX

2309 (1<sup>st</sup>) 2-8-0 G-3a/G-3b  
Schenectady 1901 #6010  
2-8-0  
New York Central (New York Central & Hudson River) G-3a #2309 (1<sup>st</sup>)  
to New York Central (New York Central & Hudson River) G-3b  
#2309 (1<sup>st</sup>)  
June 1927 retired from service  
BAX

2310 (1<sup>st</sup>) 2-8-0 G-3/G-3b  
Schenectady 1901 #6011  
2-8-0  
New York Central (New York Central & Hudson River) G-3 #2310 (1<sup>st</sup>)  
to New York Central (New York Central & Hudson River) G-3b  
#2310 (1<sup>st</sup>)  
October 1935 scrapped  
BAX

2311 (1<sup>st</sup>) 2-8-0 G-3/G-3b  
Schenectady 1901 #6012  
2-8-0  
New York Central (New York Central & Hudson River) G-3 #2311 (1<sup>st</sup>)  
to New York Central (New York Central & Hudson River) G-3b  
#2311 (1<sup>st</sup>)  
August 1935 scrapped  
BAX

2312 (1<sup>st</sup>) 2-8-0 G-3/G-3b  
Schenectady 1902 #6013  
2-8-0  
New York Central (New York Central & Hudson River) G-3 #2312 (1<sup>st</sup>)  
to New York Central (New York Central & Hudson River) G-3b  
#2312 (1<sup>st</sup>)  
September 1935 scrapped  
BAX

2313 (1<sup>st</sup>) 2-8-0 G-3/G-3b  
Schenectady 1902 #6014  
2-8-0  
New York Central (New York Central & Hudson River) G-3 #2313 (1<sup>st</sup>)  
rebuilt  
New York Central (New York Central & Hudson River) G-3b #2313 (1<sup>st</sup>)  
October 1928 retired from service  
BAX

2314 (1<sup>st</sup>) 2-8-0 G-3/G-3b  
Schenectady 1902 #6015  
2-8-0  
New York Central (New York Central & Hudson River) G-3 #2314 (1<sup>st</sup>)  
to New York Central (New York Central & Hudson River) G-3b  
#2314 (1<sup>st</sup>)  
October 1926 retired from service  
BAX

2315 (1<sup>st</sup>) 2-8-0 G-3/G-3b  
Schenectady 1902 #6016  
2-8-0  
New York Central (New York Central & Hudson River) G-3 #2315 (1<sup>st</sup>)  
to New York Central (New York Central & Hudson River) G-3b  
#2315 (1<sup>st</sup>)  
August 1926 retired from service  
BAX

2316 (1<sup>st</sup>) 2-8-0 G-3/G-3b  
Schenectady 1902 #6017  
2-8-0  
New York Central (New York Central & Hudson River) G-3 #2316 (1<sup>st</sup>)  
to New York Central (New York Central & Hudson River) G-3b  
#2316 (1<sup>st</sup>)  
October 1928 retired from service  
BAX

2317 (1<sup>st</sup>) 2-8-0 G-3/G-3b  
Schenectady 1902 #6018  
2-8-0  
New York Central (New York Central & Hudson River) G-3 #2317 (1<sup>st</sup>)  
to New York Central (New York Central & Hudson River) G-3b  
#2317 (1<sup>st</sup>)  
June 1937 scrapped  
BAX

2318 (1<sup>st</sup>) 2-8-0 G-3/G-3b  
Schenectady 1902 #6019  
2-8-0  
New York Central (New York Central & Hudson River) G-3 #2318 (1<sup>st</sup>)  
to New York Central (New York Central & Hudson River) G-3b  
#2318 (1<sup>st</sup>)  
June 1927 retired from service  
BAX

2319 (1<sup>st</sup>) 2-8-0 G-3/G-3b  
Schenectady 1902 #6020  
2-8-0  
New York Central (New York Central & Hudson River) G-3 #2319 (1<sup>st</sup>)  
to New York Central (New York Central & Hudson River) G-3b  
#2319 (1<sup>st</sup>)  
June 1927 retired from service  
BAX

2320 (1<sup>st</sup>) 2-8-0 G-3/G-3b  
Schenectady 1902 #6021  
2-8-0  
New York Central (New York Central & Hudson River) G-3 #2320 (1<sup>st</sup>)  
to New York Central (New York Central & Hudson River) G-3b  
#2320 (1<sup>st</sup>)  
October 1926 retired from service  
BAX

2332 (2<sup>nd</sup>) 2-8-0 G-1  
Schenectady 1901 #5709  
2-8-0  
New York Central (New York Central & Hudson River) G-1 #2332 (2<sup>nd</sup>)  
February 1924 retired from service  
BAX

2333 (2<sup>nd</sup>) 2-8-0 G-2/G-2d  
Schenectady 1901 #5779  
2-8-0  
New York Central (New York Central & Hudson River) G-2 #2333 (2<sup>nd</sup>)  
July 1914 rebuilt  
superheated  
New York Central (New York Central & Hudson River) G-2d #2333 (2<sup>nd</sup>)  
May 1927 retired from service  
BAX

2334 (2<sup>nd</sup>) 2-8-0 G-2/G-2d  
Schenectady 1901 #5781  
2-8-0  
New York Central (New York Central & Hudson River) G-2 #2334 (2<sup>nd</sup>)  
April 1913 rebuilt  
superheated  
New York Central (New York Central & Hudson River) G-2d #2334 (2<sup>nd</sup>)  
May 1927 retired from service  
BAX

2335 (2<sup>nd</sup>) 2-8-0 G-2/G-2d  
Schenectady 1901 #5782  
2-8-0  
New York Central (New York Central & Hudson River) G-2 #2335 (2<sup>nd</sup>)  
December 1913 rebuilt  
superheated  
New York Central (New York Central & Hudson River) G-2d #2335 (2<sup>nd</sup>)  
December 1924 retired from service  
BAX

2336 (2<sup>nd</sup>) 2-8-0 G-2/G-2d  
Schenectady 1901 #5783  
2-8-0  
New York Central (New York Central & Hudson River) G-2 #2336 (2<sup>nd</sup>)  
January 1913 rebuilt  
superheated  
New York Central (New York Central & Hudson River) G-2d #2336 (2<sup>nd</sup>)  
September 1925 retired from service  
BAX

2337 (2<sup>nd</sup>) 2-8-0 G-2/G-2d  
Schenectady 1901 #5784  
2-8-0  
New York Central (New York Central & Hudson River) G-2 #2337 (2<sup>nd</sup>)  
April 1913 rebuilt  
superheated  
New York Central (New York Central & Hudson River) G-2d #2337 (2<sup>nd</sup>)  
May 1927 retired from service  
BAX

2338 (2<sup>nd</sup>) 2-8-0 G-2/G-2d  
Schenectady 1901 #5785  
2-8-0  
New York Central (New York Central & Hudson River) G-2 #2338 (2<sup>nd</sup>)  
October 1912 rebuilt  
superheated  
New York Central (New York Central & Hudson River) G-2d #2338 (2<sup>nd</sup>)  
December 1925 retired from service  
BAX

2339 (2<sup>nd</sup>) 2-8-0 G-2/G-2d  
Schenectady 1901 #5786  
2-8-0  
New York Central (New York Central & Hudson River) G-2 #2339 (2<sup>nd</sup>)  
December 1912 rebuilt  
superheated  
New York Central (New York Central & Hudson River) G-2d #2339 (2<sup>nd</sup>)  
November 1924 retired from service  
BAX

2340 (2<sup>nd</sup>) 2-8-0 G-2/G-2d  
Schenectady 1901 #5787  
2-8-0  
New York Central (New York Central & Hudson River) G-2 #2340 (2<sup>nd</sup>)  
February 1913 rebuilt  
superheated  
New York Central (New York Central & Hudson River) G-2d #2340 (2<sup>nd</sup>)  
May 1927 retired from service  
BAX

2341 (1<sup>st</sup>) 2-8-0 G-2/G-2d  
Schenectady 1901 #5788  
2-8-0  
New York Central (New York Central & Hudson River) G-2 #2341 (1<sup>st</sup>)  
February 1913 rebuilt  
New York Central (New York Central & Hudson River) G-2d #2341 (1<sup>st</sup>)  
May 1927 retired from service  
BAX

2342 (1<sup>st</sup>) 2-8-0 G-2  
Schenectady 1901 #5780  
2-8-0  
New York Central (New York Central & Hudson River) G-2 #2342 (1<sup>st</sup>)  
July 1906 to Michigan Central #7747  
BAX

2388 2-8-0 G2  
American Locomotive Company-Schenectady Works 1901 #25010  
2-8-0 23/35x34-63" 192,000  
New York Central (New York Central & Hudson River) G2 #2388  
R97

2389 2-8-0 G2  
American Locomotive Company-Schenectady Works 1901 #25011  
2-8-0 23/35x34-63" 192,000  
New York Central (New York Central & Hudson River) G2 #2389  
R97

2390 2-8-0 G2  
American Locomotive Company-Schenectady Works 1901 #25012  
2-8-0 23/35x34-63" 192,000  
New York Central (New York Central & Hudson River) G2 #2390  
R97

2391 2-8-0 G2  
American Locomotive Company-Schenectady Works 1901 #25013  
2-8-0 23/35x34-63" 192,000  
New York Central (New York Central & Hudson River) G2 #2391  
R97

2392 2-8-0 G2  
American Locomotive Company-Schenectady Works 1901 #25014  
2-8-0 23/35x34-63" 192,000  
New York Central (New York Central & Hudson River) G2 #2392  
R97

2393 2-8-0 G2  
American Locomotive Company-Schenectady Works 1901 #25015  
2-8-0 23/35x34-63" 192,000  
New York Central (New York Central & Hudson River) G2 #2393  
R97

2394 2-8-0 G2  
American Locomotive Company-Schenectady Works 1901 #25016  
2-8-0 23/35x34-63" 192,000  
New York Central (New York Central & Hudson River) G2 #2394  
R97

2395 2-8-0 G2  
American Locomotive Company-Schenectady Works 1901 #25017  
2-8-0 23/35x34-63" 192,000  
New York Central (New York Central & Hudson River) G2 #2395  
R97

2396 2-8-0 G2  
American Locomotive Company-Schenectady Works 1901 #25018  
2-8-0 23/35x34-63" 192,000  
New York Central (New York Central & Hudson River) G2 #2396  
R97

2397 2-8-0 G2  
American Locomotive Company-Schenectady Works 1901 #25019  
2-8-0 23/35x34-63" 192,000  
New York Central (New York Central & Hudson River) G2 #2397  
R97

2398 2-8-0 G2  
American Locomotive Company-Schenectady Works 1901 #25020  
2-8-0 23/35x34-63" 192,000  
New York Central (New York Central & Hudson River) G2 #2398  
R97

2399 2-8-0 G2c  
American Locomotive Company-Schenectady Works 1901 #25021  
2-8-0 15/28x34-63" 200,000  
New York Central (New York Central & Hudson River) G2c #2399  
R97

2426 2-8-0  
American Locomotive Company-Schenectady Works 1913 #53280  
2-8-0 22½x30-63" 214,000  
New York Central (Rutland) #2426  
R97

2427 2-8-0  
American Locomotive Company-Schenectady Works 1913 #53281  
2-8-0 22½x30-63" 214,000  
New York Central (Rutland) #2427  
R97

2428 2-8-0  
American Locomotive Company-Schenectady Works 1913 #53282  
2-8-0 22½x30-63" 214,000  
New York Central (Rutland) #2428  
R97

2429 2-8-0  
American Locomotive Company-Schenectady Works 1913 #53283  
2-8-0 22½x30-63" 214,000  
New York Central (Rutland) #2429  
R97

2430 2-8-0  
American Locomotive Company-Schenectady Works 1913 #53284  
2-8-0 22½x30-63" 214,000  
New York Central (Rutland) #2430  
R97

2431 2-8-0  
American Locomotive Company-Schenectady Works 1913 #53285  
2-8-0 22½x30-63" 214,000  
New York Central (Rutland) #2431  
R97

2457 2-8-0  
American Locomotive Company-Schenectady Works 1904 #29640  
2-8-0  
New York Central #2457  
December 1912 rebuilt  
2-8-2  
New York Central (New York Central & Hudson River) H-5e #3713 (2<sup>nd</sup>)  
December 1934 retired from service  
BAX

2464 (2<sup>nd</sup>) 4-8-2 L-2d  
American Locomotive Company-Schenectady Works 1929 #68082  
4-8-2  
New York Central (New York Central) L-2d #2464 (2<sup>nd</sup>)  
1936 to New York Central (New York Central) L-2d #2964 (3<sup>rd</sup>)  
July 1953 retired from service  
1954 sold as scrap  
BAX

2500 4-8-2  
American Locomotive Company-Schenectady Works 1916 #56000  
4-8-2 28x28-69" 345,000  
New York Central #2500  
R97

2501 4-8-2  
American Locomotive Company-Schenectady Works 1916 #56027  
4-8-2 28x28-69" 345,000  
New York Central #2501  
R97

2502 4-8-2  
American Locomotive Company-Schenectady Works 1916 #56028  
4-8-2 28x28-69" 345,000  
New York Central #2502  
R97

2503 4-8-2  
American Locomotive Company-Schenectady Works 1916 #56029  
4-8-2 28x28-69" 345,000  
New York Central #2503  
R97

2504 4-8-2  
American Locomotive Company-Schenectady Works 1916 #56030  
4-8-2 28x28-69" 345,000  
New York Central #2504  
R97

2505 4-8-2  
American Locomotive Company-Schenectady Works 1916 #56031  
4-8-2 28x28-69" 345,000  
New York Central #2505  
R97



2506 4-8-2

American Locomotive Company-Schenectady Works 1916 #56032  
4-8-2 28x28-69" 345,000  
New York Central #2506  
R97

2507 4-8-2

American Locomotive Company-Schenectady Works 1916 #56033  
4-8-2 28x28-69" 345,000  
New York Central #2507  
R97

2508 4-8-2

American Locomotive Company-Schenectady Works 1916 #56034  
4-8-2 28x28-69" 345,000  
New York Central #2508  
R97

2509 4-8-2

American Locomotive Company-Schenectady Works 1916 #56035  
4-8-2 28x28-69" 345,000  
New York Central #2509  
R97

2510 4-8-2

American Locomotive Company-Schenectady Works 1916 #56036  
4-8-2 28x28-69" 345,000  
New York Central #2510  
R97

2511 4-8-2

American Locomotive Company-Schenectady Works 1916 #56037  
4-8-2 28x28-69" 345,000  
New York Central #2511  
R97

2512 4-8-2

American Locomotive Company-Schenectady Works 1916 #56038  
4-8-2 28x28-69" 345,000  
New York Central #2512  
R97

2513 4-8-2

American Locomotive Company-Schenectady Works 1916 #56039  
4-8-2 28x28-69" 345,000  
New York Central #2513  
R97

2514 4-8-2

American Locomotive Company-Schenectady Works 1916 #56040  
4-8-2 28x28-69" 345,000  
New York Central #2514  
R97

2515 4-8-2

American Locomotive Company-Schenectady Works 1916 #56041  
4-8-2 28x28-69" 345,000  
New York Central #2515  
R97

2516 4-8-2

American Locomotive Company-Schenectady Works 1916 #56042  
4-8-2 28x28-69" 345,000  
New York Central #2516  
R97

2517 4-8-2

American Locomotive Company-Schenectady Works 1916 #56043  
4-8-2 28x28-69" 345,000  
New York Central #2517  
R97

2518 4-8-2

American Locomotive Company-Schenectady Works 1916 #56044  
4-8-2 28x28-69" 345,000  
New York Central #2518  
R97

2519 4-8-2

American Locomotive Company-Schenectady Works 1916 #56045  
4-8-2 28x28-69" 345,000  
New York Central #2519  
R97

2520 4-8-2  
American Locomotive Company-Schenectady Works 1916 #56046  
4-8-2 28x28-69" 345,000  
New York Central #2520  
R97

2521 4-8-2  
American Locomotive Company-Schenectady Works 1916 #56047  
4-8-2 28x28-69" 345,000  
New York Central #2521  
R97

2522 4-8-2  
American Locomotive Company-Schenectady Works 1916 #56048  
4-8-2 28x28-69" 345,000  
New York Central #2522  
R97

2523 4-8-2  
American Locomotive Company-Schenectady Works 1916 #56049  
4-8-2 28x28-69" 345,000  
New York Central #2523  
R97

2524 4-8-2  
American Locomotive Company-Schenectady Works 1916 #56050  
4-8-2 28x28-69" 345,000  
New York Central #2524  
R97

2525 4-8-2  
American Locomotive Company-Schenectady Works 1916 #56051  
4-8-2 28x28-69" 345,000  
New York Central #2525  
R97

2526 4-8-2  
American Locomotive Company-Schenectady Works 1916 #56052  
4-8-2 28x28-69" 345,000  
New York Central #2526  
R97

2527 4-8-2  
American Locomotive Company-Schenectady Works 1916 #56053  
4-8-2 28x28-69" 345,000  
New York Central #2527  
R97

2528 4-8-2  
American Locomotive Company-Schenectady Works 1916 #56054  
4-8-2 28x28-69" 345,000  
New York Central #2528  
R97

2529 4-8-2  
American Locomotive Company-Schenectady Works 1916 #56055  
4-8-2 28x28-69" 345,000  
New York Central #2529  
R97

2531 4-8-2 L-1b  
American Locomotive Company 1917-1918  
4-8-2  
New York Central L-1b #2531

2532 4-8-2 L-1b  
American Locomotive Company 1917-1918  
4-8-2  
New York Central L-1b #2532

2533 4-8-2 L-1b  
American Locomotive Company 1917-1918  
4-8-2  
New York Central L-1b #2533

2534 4-8-2 L-1b  
American Locomotive Company 1917-1918  
4-8-2  
New York Central L-1b #2534

2535 4-8-2 L-1b  
American Locomotive Company 1917-1918  
4-8-2  
New York Central L-1b #2535

2536 4-8-2 L-1b  
American Locomotive Company 1917-1918  
4-8-2  
New York Central L-1b #2536  
2537 4-8-2 L-1b  
American Locomotive Company 1917-1918  
4-8-2  
New York Central L-1b #2537  
2538 4-8-2 L-1b  
American Locomotive Company 1917-1918  
4-8-2  
New York Central L-1b #2538  
2539 4-8-2 L-1b  
American Locomotive Company 1917-1918  
4-8-2  
New York Central L-1b #2539  
2540 4-8-2 L-1b  
American Locomotive Company 1917-1918  
4-8-2  
New York Central L-1b #2540  
2541 4-8-2 L-1b  
American Locomotive Company 1917-1918  
4-8-2  
New York Central L-1b #2541  
2542 4-8-2 L-1b  
American Locomotive Company 1917-1918  
4-8-2  
New York Central L-1b #2542  
2543 4-8-2 L-1b  
American Locomotive Company 1917-1918  
4-8-2  
New York Central L-1b #2543  
2544 4-8-2 L-1b  
American Locomotive Company 1917-1918  
4-8-2  
New York Central L-1b #2544

2545 4-8-2 L-1b  
American Locomotive Company 1917-1918  
4-8-2  
New York Central L-1b #2545  
2546 4-8-2 L-1b  
American Locomotive Company 1917-1918  
4-8-2  
New York Central L-1b #2546  
2547 4-8-2 L-1b  
American Locomotive Company 1917-1918  
4-8-2  
New York Central L-1b #2547  
2548 4-8-2  
American Locomotive Company 1917-1918  
4-8-2  
New York Central L-1b #2548  
2549 4-8-2 L-1b  
American Locomotive Company 1917-1918  
4-8-2  
New York Central L-1b #2549  
2550 4-8-2 L-1b  
American Locomotive Company 1917-1918  
4-8-2  
New York Central L-1b #2550  
2551 4-8-2 L-1b  
American Locomotive Company 1917-1918  
4-8-2  
New York Central L-1b #2551  
2552 4-8-2 L-1b  
American Locomotive Company 1917-1918  
4-8-2  
New York Central L-1b #2552  
2553 4-8-2 L-1b  
American Locomotive Company 1917-1918  
4-8-2  
New York Central L-1b #2553

2554 4-8-2 L-1b  
American Locomotive Company 1917-1918  
4-8-2  
New York Central L-1b #2554  
2555 4-8-2 L-1b  
American Locomotive Company 1917-1918  
4-8-2  
New York Central L-1b #2555  
2556 4-8-2 L-1b  
American Locomotive Company 1917-1918  
4-8-2  
New York Central L-1b #2556  
2557 4-8-2 L-1b  
American Locomotive Company 1917-1918  
4-8-2  
New York Central L-1b #2557  
2558 4-8-2 L-1b  
American Locomotive Company 1917-1918  
4-8-2  
New York Central L-1b #2558  
2559 4-8-2 L-1b  
American Locomotive Company 1917-1918  
4-8-2  
New York Central L-1b #2559  
2560 4-8-2 L-1b  
American Locomotive Company 1917-1918  
4-8-2  
New York Central L-1b #2560  
2561 4-8-2 L-1b  
American Locomotive Company 1917-1918  
4-8-2  
New York Central L-1b #2561  
2562 4-8-2 L-1b  
American Locomotive Company 1917-1918  
4-8-2  
New York Central L-1b #2562

2563 4-8-2 L-1b  
American Locomotive Company 1917-1918  
4-8-2  
New York Central L-1b #2563  
2564 4-8-2 L-1b  
American Locomotive Company 1917-1918  
4-8-2  
New York Central L-1b #2564  
2565 4-8-2 L-1b  
American Locomotive Company 1917-1918  
4-8-2  
New York Central L-1b #2565  
2566 4-8-2 L-1b  
American Locomotive Company 1917-1918  
4-8-2  
New York Central L-1b #2566  
2585 2-8-0  
American Locomotive Company-Schenectady Works 00/1903 #29348  
2-8-0  
New York Central (Boston & Albany) #2585  
R97  
2606 (1<sup>st</sup>) 4-8-0 H  
Schenectady 1890 #3218  
4-8-0  
Beech Creek #17  
1899 to New York Central (New York Central & Hudson River) H  
#2606 (1<sup>st</sup>)  
1905 to New York Central #3606  
BAX  
2607 (1<sup>st</sup>) 4-8-0 H  
Schenectady 1890 #3219  
4-8-0  
Beech Creek #18  
1899 to New York Central (New York Central & Hudson River) H  
#2607 (1<sup>st</sup>)  
1905 to New York Central #3607  
BAX

2608 4-8-0 H  
Schenectady 1890 #3220  
4-8-0  
Beech Creek #19  
1899 to New York Central (New York Central & Hudson River) H  
#2608 (1<sup>st</sup>)  
1905 to New York Central #1905  
BAX

2610 2-8-0  
American Locomotive Company-Schenectady Works 1907 #43026  
2-8-0 23x32-63" 225,000  
New York Central (Boston & Albany) #2610  
R97

2611 2-8-0  
American Locomotive Company-Schenectady Works 1907 #43027  
2-8-0 23x32-63" 225,000  
New York Central (Boston & Albany) #2611  
R97

2612 2-8-0  
American Locomotive Company-Schenectady Works 1907 #43028  
2-8-0 23x32-63" 225,000  
New York Central (Boston & Albany) #2612  
R97

2613 (1<sup>st</sup>) 4-8-0 H-1  
Schenectady 1893 #3999  
4-8-0  
Beech Creek #53  
1899 to New York Central (New York Central & Hudson River) H-1  
#2613 (1<sup>st</sup>)  
1905 to New York Central (New York Central & Hudson River) H-1  
#3613 (1<sup>st</sup>)  
March 1912 scrapped  
BAX

2613 2-8-0  
American Locomotive Company-Schenectady Works 1907 #43029  
2-8-0 23x32-63" 225,000  
New York Central (Boston & Albany) #2613  
R97

2614 (1<sup>st</sup>) 4-8-0 H-1  
Schenectady 1893 #4000  
4-8-0  
Beech Creek #54  
1899 to New York Central (New York Central & Hudson River) H-1  
#2614 (1<sup>st</sup>)  
1905 to New York Central (New York Central & Hudson River) H-1  
#3614 (1<sup>st</sup>)  
May 1911 scrapped  
BAX

2614 2-8-0  
American Locomotive Company-Schenectady Works 1907 #43030  
2-8-0 23x32-63" 225,000  
New York Central (Boston & Albany) #2614  
R97

2615 (1<sup>st</sup>) 4-8-0 H-1  
Schenectady 1893 #4001  
4-8-0  
Beech Creek #55  
1899 to New York Central (New York Central & Hudson River) H-1  
#2615 (1<sup>st</sup>)  
1905 to New York Central (New York Central & Hudson River) H-1  
#3615 (1<sup>st</sup>)  
1912 to New York Central #615  
BAX

2617 (1<sup>st</sup>) 4-8-0 H-1  
Schenectady 1893 #4029  
4-8-0  
Beech Creek #57  
1899 to New York Central (New York Central & Hudson River) H-1  
#2617 (1<sup>st</sup>)  
1905 to #3617  
BAX

2618 (1<sup>st</sup>) 4-8-0 H-1  
Schenectady 1893 #4186  
4-8-0  
Beech Creek #58  
1899 to New York Central (New York Central & Hudson River) H-1  
#2618 (1<sup>st</sup>)  
1905 to #3618  
BAX

2619 (1<sup>st</sup>) 4-8-0 H-1  
Schenectady 1893 #4187  
4-8-0  
Beech Creek #59  
1899 to New York Central (New York Central & Hudson River) H-1  
#2619 (1<sup>st</sup>)  
1905 to #3619  
BAX

2620 (1<sup>st</sup>) 4-8-0 H-1  
Schenectady 1893 #4188  
4-8-0  
Beech Creek #60  
1899 to New York Central (New York Central & Hudson River) H-1  
#2620 (1<sup>st</sup>)  
1905 to #3620  
BAX

2621 (1<sup>st</sup>) 4-8-0 H-1  
Schenectady 1893 #4189  
4-8-0  
Beech Creek #61  
1899 to New York Central (New York Central & Hudson River) H-1  
#2621 (1<sup>st</sup>)  
1905 to #3621  
BAX

2622 (1<sup>st</sup>) 4-8-0 H-1  
Schenectady 1893 #4190  
4-8-0  
Beech Creek #62  
1899 to New York Central (New York Central & Hudson River) H-1  
#2622 (1<sup>st</sup>)  
1905 to #3622  
BAX

2623 (1<sup>st</sup>) 4-8-0 H-1  
Schenectady 1893 #4191  
4-8-0  
Beech Creek #63  
1899 to New York Central (New York Central & Hudson River) H-1  
#2623 (1<sup>st</sup>)  
1905 to #3623  
BAX

2624 (1<sup>st</sup>) 4-8-0 H-3  
Schenectady 1897 #4532  
4-8-0  
Beech Creek #64  
1899 to New York Central (New York Central & Hudson River) H-3  
#2624 (1<sup>st</sup>)  
1905 to #3624  
BAX

2625 (1<sup>st</sup>) 4-8-0 H-3  
Schenectady 1897 #4533  
4-8-0  
Beech Creek #65  
1899 to New York Central (New York Central & Hudson River) H-3  
#2625 (1<sup>st</sup>)  
1905 to #3625  
BAX

2663 4-8-2 L-1d  
Lima Locomotive Works 00/1918  
New York Central L-1d #2663

2664 4-8-2 L-1d  
Lima Locomotive Works 00/1918  
New York Central L-1d #2664

2665 4-8-2 L-1d  
Lima Locomotive Works 00/1918  
New York Central L-1d #2665  
2666 4-8-2 L-1d  
Lima Locomotive Works 00/1918  
New York Central L-1d #2666  
2667 4-8-2 L-1d  
Lima Locomotive Works 00/1918  
New York Central L-1d #2667  
2668 4-8-2 L-1d  
Lima Locomotive Works 00/1918  
New York Central L-1d #2668  
2669 4-8-2 L-1d  
Lima Locomotive Works 00/1918  
New York Central L-1d #2669  
2670 4-8-2 L-1d  
Lima Locomotive Works 00/1918  
New York Central L-1d #2670  
2671 4-8-2 L-1d  
Lima Locomotive Works 00/1918  
New York Central L-1d #2671  
2672 4-8-2 L-1d  
Lima Locomotive Works 00/1918  
New York Central L-1d #2672  
2673 4-8-2 L-1d  
Lima Locomotive Works 00/1918  
New York Central L-1d #2673  
2674 4-8-2 L-1d  
Lima Locomotive Works 00/1918  
New York Central L-1d #2674  
2675 4-8-2 L-1d  
Lima Locomotive Works 00/1918  
New York Central L-1d #2675  
2676 4-8-2 L-1d  
Lima Locomotive Works 00/1918  
New York Central L-1d #2676  
2677 4-8-2 L-1d  
Lima Locomotive Works 00/1918  
New York Central L-1d #2677

2678 4-8-2 L-1d  
Lima Locomotive Works 00/1918  
New York Central L-1d #2678  
2679 4-8-2 L-1d  
Lima Locomotive Works 00/1918  
New York Central L-1d #2679  
2680 4-8-2 L-1d  
Lima Locomotive Works 00/1918  
New York Central L-1d #2680  
2776 2-8-0  
American Locomotive Company January 1906 #38757 S324  
2-8-0 Standard gauge 23x32-63 111T  
New York Central G-5j #2776  
November 1915 rebuilt American Locomotive Company  
2-8-2 Standard gauge 25x32-63 137T  
New York Central H-5p #3860  
2795 4-6-2  
American Locomotive Company-Schenectady Works 00/1903 #27956  
4-6-2  
New York Central #2795  
to New York Central (New York Central & Hudson River) K #3595 (1<sup>st</sup>)  
rebuilt Kg  
New York Central (New York Central & Hudson River) Kg #3595 (1<sup>st</sup>)  
00/1910 to Boston & Albany #3595  
00/1912 to Boston & Albany #510  
BAX  
2796 4-6-2  
American Locomotive Company-Schenectady Works 00/1903 #27957  
New York Central #2796  
00/1905 to New York Central (New York Central & Hudson River) K  
#3596 (1<sup>st</sup>)  
rebuilt Kg  
New York Central (New York Central & Hudson River) Kg #3596 (1<sup>st</sup>)  
00/1910 to Boston & Albany #3596  
00/1912 to Boston & Albany #511  
BAX

2797 4-6-2

American Locomotive Company-Schenectady Works 00/1903 #27958  
4-6-2

New York Central #2797

00/1905 to New York Central (New York Central & Hudson River) K  
#3597 (1<sup>st</sup>)

rebuilt Kg

New York Central (New York Central & Hudson River) Kg #3597 (1<sup>st</sup>)

00/1910 to Boston & Albany #3597

00/1912 to Boston & Albany #512

BAX

2798 4-6-2

American Locomotive Company-Schenectady Works 00/1903 #27959  
4-6-2

New York Central #2798

00/1905 to New York Central (New York Central & Hudson River) K  
#3598 (1<sup>st</sup>)

rebuilt Kg

New York Central (New York Central & Hudson River) Kg #3598 (1<sup>st</sup>)

00/1910 to Boston & Albany #3598

00/1912 to Boston & Albany #513

BAX

2798 4-8-2 L-2a

American Locomotive Company 1925-1926

4-8-2

New York Central L-2a #2798

2799 4-6-2

American Locomotive Company 1903

4-6-2

New York Central #2799

2896 4-4-2

American Locomotive Company-Schenectady Works 1904 #29580  
4-4-2

New York Central #2896

1905 to New York Central (New York Central & Hudson River) Ib  
#3896 (1<sup>st</sup>)

to New York Central (New York Central & Hudson River) Id #3896 (1<sup>st</sup>)

1913 to New York Central #896

BAX

2897 4-4-2

American Locomotive Company-Schenectady Works 1904 #29581  
4-4-2

New York Central #2897

1905 to New York Central (New York Central & Hudson River) Ib  
#3897 (1<sup>st</sup>)

to New York Central (New York Central & Hudson River) Id #3897 (1<sup>st</sup>)

1913 to New York Central #897

BAX

2898 4-4-2

American Locomotive Company-Schenectady Works 1904 #29582  
4-4-2

New York Central #2898

1905 to New York Central (New York Central & Hudson River) Ib  
#3898 (1<sup>st</sup>)

to New York Central (New York Central & Hudson River) Id #3898 (1<sup>st</sup>)

1913 to New York Central #898

BAX

2899 4-4-2

American Locomotive Company-Schenectady Works 1904 #29583  
4-4-2

New York Central #2899

1905 to New York Central (New York Central & Hudson River) Ib  
#3899 (1<sup>st</sup>)

to New York Central (New York Central & Hudson River) Id #3899 (1<sup>st</sup>)

1913 to New York Central #899

BAX

2900 4-4-2

American Locomotive Company-Schenectady Works 1904 #29584  
4-4-2

New York Central #2900

1905 to New York Central (New York Central & Hudson River) Ib  
#3900 (1<sup>st</sup>)

to New York Central (New York Central & Hudson River) Id #3900 (1<sup>st</sup>)

1913 to New York Central #900

BAX



2901 4-4-2

American Locomotive Company-Schenectady Works 1904 #29585  
4-4-2

New York Central #2901

1905 to New York Central (New York Central & Hudson River) Ib  
#3901 (1<sup>st</sup>)

to New York Central (New York Central & Hudson River) Id #3901 (1<sup>st</sup>)

1913 to New York Central #901

BAX

2902 4-4-2

American Locomotive Company-Schenectady Works 1904 #29586  
4-4-2

New York Central #2902

1905 to New York Central (New York Central & Hudson River) Ib  
#3902 (1<sup>st</sup>)

to New York Central (New York Central & Hudson River) Id #3902 (1<sup>st</sup>)

1913 to New York Central #902

BAX

2903 4-4-2

American Locomotive Company-Schenectady Works 1904 #29587  
4-4-2

New York Central #2903

1905 to New York Central (New York Central & Hudson River) Ib  
#3903 (1<sup>st</sup>)

to New York Central (New York Central & Hudson River) Id #3903 (1<sup>st</sup>)

1913 to New York Central #903

BAX

2904 4-4-2

American Locomotive Company-Schenectady Works 1904 #29588  
4-4-2

New York Central #2904

1905 to New York Central (New York Central & Hudson River) Ib  
#3904 (1<sup>st</sup>)

to New York Central (New York Central & Hudson River) Id #3904 (1<sup>st</sup>)

1913 to New York Central #904

BAX

2905 4-4-2

American Locomotive Company-Schenectady Works 1904 #29589  
4-4-2

New York Central #2905

1905 to New York Central (New York Central & Hudson River) Ib  
#3905 (1<sup>st</sup>)

to New York Central (New York Central & Hudson River) Id #3905 (1<sup>st</sup>)

1913 to New York Central #905

BAX

2906 4-4-2

American Locomotive Company-Schenectady Works 1904 #29590  
4-4-2

New York Central #2906

1905 to New York Central (New York Central & Hudson River) Ib  
#3906 (1<sup>st</sup>)

to New York Central (New York Central & Hudson River) Id #3906 (1<sup>st</sup>)

1913 to New York Central #906

BAX

2907 4-4-2

American Locomotive Company-Schenectady Works 1904 #29591  
4-4-2

New York Central #2907

1905 to New York Central (New York Central & Hudson River) Ib  
#3907 (1<sup>st</sup>)

to New York Central (New York Central & Hudson River) Id #3907 (1<sup>st</sup>)

1913 to New York Central #907

BAX

2908 (1<sup>st</sup>) 4-4-2 Ib

American Locomotive Company-Schenectady Works 1904 #29592  
4-4-2

New York Central (New York Central & Hudson River) Ib #2908 (1<sup>st</sup>)

1905 to New York Central (New York Central & Hudson River) Ib  
#3908 (1<sup>st</sup>)

to New York Central (New York Central & Hudson River) Id #3908 (1<sup>st</sup>)

1913 to New York Central #908

BAX

2909 4-4-2

American Locomotive Company-Schenectady Works 1904 #29593  
4-4-2

New York Central #2909

1905 to New York Central (New York Central & Hudson River) Ib  
#3909 (1<sup>st</sup>)

to New York Central (New York Central & Hudson River) Id #3909 (1<sup>st</sup>)

1913 to New York Central #909

BAX

2910 4-4-2

American Locomotive Company-Schenectady Works 1904 #29594  
4-4-2

New York Central #2910

1905 to New York Central (New York Central & Hudson River) Ib  
#3910 (1<sup>st</sup>)

to New York Central (New York Central & Hudson River) Id #3910 (1<sup>st</sup>)

1913 to New York Central #910

BAX

2911 4-4-2

American Locomotive Company-Schenectady Works 1904 #29595  
4-4-2

New York Central #2911

1905 to New York Central (New York Central & Hudson River) Ib  
#3911 (1<sup>st</sup>)

to New York Central (New York Central & Hudson River) Id #3911 (1<sup>st</sup>)

1913 to New York Central #911

BAX

2912 4-4-2

American Locomotive Company-Schenectady Works 1904 #29596  
4-4-2

New York Central #2912

1905 to New York Central (New York Central & Hudson River) Ib  
#3912 (1<sup>st</sup>)

to New York Central (New York Central & Hudson River) Id #3912 (1<sup>st</sup>)

1913 to New York Central #912

BAX

2913 4-4-2

American Locomotive Company-Schenectady Works 1904 #29597  
4-4-2

New York Central #2913

1905 to New York Central (New York Central & Hudson River) Ib  
#3913 (1<sup>st</sup>)

to New York Central (New York Central & Hudson River) Id #3913 (1<sup>st</sup>)

1913 to New York Central #913

BAX

2914 4-4-2

American Locomotive Company-Schenectady Works 1904 #29598  
4-4-2

New York Central #2914

1905 to New York Central (New York Central & Hudson River) Ib #3914  
to New York Central (New York Central & Hudson River) Id #3914

1913 to New York Central #914

BAX

2915 4-4-2

American Locomotive Company-Schenectady Works 1904 #29599  
4-4-2

New York Central #2915

1905 to New York Central (New York Central & Hudson River) Ic  
#3915 (1<sup>st</sup>)

1913 to New York Central #915

BAX

2954 4-4-2 I

American Locomotive Company-Schenectady Works 1902 #25022  
4-4-2 21x26-79" 176,000

New York Central (New York Central & Hudson River) I #2954

1905 to New York Central (New York Central & Hudson River) I  
#3954 (1<sup>st</sup>)

1913 to New York Central #954

BAX, R97

2954 (3<sup>rd</sup>) 4-8-2 L-2d

American Locomotive Company-Schenectady Works 1929 #68072

4-8-2

#2454

1936 to New York Central (New York Central) L-2d #2954 (3<sup>rd</sup>)

February 1959 retired from service

April 1959 sold as scrap

BAX

2955 (1<sup>st</sup>) I4/I

American Locomotive Company-Schenectady Works 1902 #25023

4-4-2 21x26-79" 176,000

New York Central (New York Central & Hudson River) I4 #2955 (1<sup>st</sup>)

to New York Central (New York Central & Hudson River) I #2955 (1<sup>st</sup>)

1905 to New York Central (New York Central & Hudson River) I

#3955 (1<sup>st</sup>)

1913 to New York Central #955

BAX, R97

2955 4-8-2 L-2d

American Locomotive Company-Schenectady Works 1929 #69073

4-8-2

#2455

1936 to New York Central (New York Central) L-2d #2955

April 1955 retired from service

June 1955 sold as scrap

BAX

2956 (1<sup>st</sup>) 4-4-2 I4/I

American Locomotive Company-Schenectady Works 1902 #25024

4-4-2 21x26-79" 176,000

New York Central (New York Central & Hudson River) I4 #2956 (1<sup>st</sup>)

to New York Central (New York Central & Hudson River) I #2956 (1<sup>st</sup>)

1905 to New York Central (New York Central & Hudson River) I

#3956 (1<sup>st</sup>)

1913 to New York Central #956

BAX, R97

2956 (3<sup>rd</sup>) 4-8-2 L-2d

American Locomotive Company-Schenectady Works 1929 #68074

4-8-2

New York Central (New York Central) #2456

1936 to New York Central (New York Central) L-2d #2956 (3<sup>rd</sup>)

November 1953 retired from service

March 1954 scrapped

BAX

2957 (1<sup>st</sup>) 4-4-2 I4/I

American Locomotive Company-Schenectady Works 1902 #25025

4-4-2 21x26-79" 176,000

New York Central (New York Central & Hudson River) I4 #2957 (1<sup>st</sup>)

to New York Central (New York Central & Hudson River) I #2957 (1<sup>st</sup>)

1905 to New York Central (New York Central & Hudson River) I

#3957 (1<sup>st</sup>)

1913 to New York Central #957

BAX, R97

2957 (3<sup>rd</sup>) 4-8-2 L-2d

American Locomotive Company-Schenectady Works 1929 #68075

4-8-2

New York Central (New York Central) L-2d #2457

1936 to New York Central (New York Central) L-2d #2957 (3<sup>rd</sup>)

October 1953 retired from service

1954 sold as scrap

BAX

2958 (1<sup>st</sup>) 4-4-2 I4/I

American Locomotive Company-Schenectady Works 1902 #25026

4-4-2 21x26-79" 176,000

New York Central (New York Central & Hudson River) I4 #2958 (1<sup>st</sup>)

to New York Central (New York Central & Hudson River) I #2958 (1<sup>st</sup>)

1905 to New York Central (New York Central & Hudson River) I

#3958 (1<sup>st</sup>)

1913 to New York Central #958

BAX

2958 (3<sup>rd</sup>) 4-8-2 L-2d

American Locomotive Company-Schenectady Works 1929 #68076  
4-8-2

New York Central (New York Central) L-2d #2458

1936 to New York Central (New York Central) L-2d #2958 (3<sup>rd</sup>)

October 1954 retired from service

BAX

2959 4-4-2 I

American Locomotive Company-Schenectady Works 1902 #25027  
4-4-2 21x26-79" 176,000

New York Central (New York Central & Hudson River) I #2959

1905 to New York Central (New York Central & Hudson River) I  
#3959 (1<sup>st</sup>)

1913 to New York Central #959

BAX, R97

2959 (3<sup>rd</sup>) 4-8-2 L-2d

American Locomotive Company-Schenectady Works 1929 #68077  
4-8-2

New York Central (New York Central) L-2d #2459

1936 to New York Central (New York Central) L-2d #2959 (3<sup>rd</sup>)

December 1954 retired from service

BAX

2960 4-4-2 I

American Locomotive Company-Schenectady Works 1902 #25028  
4-4-2 21x26-79" 176,000

New York Central (New York Central & Hudson River) I #2960

1905 to New York Central (New York Central & Hudson River) I  
#3960 (1<sup>st</sup>)

1913 to New York Central #960

BAX, R97

2960 (3<sup>rd</sup>) 4-8-2 L-2d

American Locomotive Company-Schenectady Works 1929 #68078  
4-8-2

#2460

1936 to New York Central (New York Central) L-2d #2960 (3<sup>rd</sup>)

March 1955 retired from service

May 1955 sold as scrap

BAX

2961 4-4-2 I

American Locomotive Company-Schenectady Works 1902 #25029  
4-4-2 21x26-79" 176,000

New York Central (New York Central & Hudson River) I #2961

1905 to New York Central (New York Central & Hudson River) I  
#3961 (1<sup>st</sup>)

1913 to New York Central #961

BAX, R97

2961 (3<sup>rd</sup>) 4-8-2 L-2d

American Locomotive Company-Schenectady Works 1929 #68079  
4-8-2

#2461

1936 to New York Central (New York Central) L-2d #2961 (3<sup>rd</sup>)

November 1953 retired from service

1954 sold as scrap

BAX

2962 4-4-2 I

American Locomotive Company-Schenectady Works 1902 #25030  
4-4-2 21x26-79" 176,000

New York Central (New York Central & Hudson River) I #2962

1905 to New York Central (New York Central & Hudson River) I  
#3962 (1<sup>st</sup>)

1913 to New York Central #962

BAX, R97

2962 (3<sup>rd</sup>) 4-8-2 L-2d

American Locomotive Company-Schenectady Works 1929 #68080  
4-8-2

#2462

1936 to New York Central (New York Central) L-2d #2962 (3<sup>rd</sup>)

June 1953 retired from service

July 1953 sold as scrap

BAX

2963 4-4-2 I

American Locomotive Company-Schenectady Works 1902 #25031  
4-4-2 21x26-79" 176,000

New York Central (New York Central & Hudson River) I #2963  
1905 to New York Central (New York Central & Hudson River) I  
#3963 (1<sup>st</sup>)

1913 to New York Central #963

BAX, R97

2963 (3<sup>rd</sup>) 4-8-2 L-2d

American Locomotive Company-Schenectady Works 1929 #68081  
4-8-2

New York Central (New York Central) L-2d #2463

1936 to New York Central (New York Central) L-2d #2963 (3<sup>rd</sup>)

June 1953 retired from service

June 1953 sold as scrap

BAX

2964 4-4-2 I

American Locomotive Company-Schenectady Works 1902 #25032  
4-4-2 21x26-79" 176,000

New York Central (New York Central & Hudson River) I #2964

1905 to New York Central (New York Central & Hudson River) I  
#3964 (1<sup>st</sup>)

1913 to New York Central #964

BAX, R97

2964 (3<sup>rd</sup>) 4-8-2 L-2d

American Locomotive Company-Schenectady Works 1929 #68082  
4-8-2

#2464

1936 to New York Central (New York Central) L-2d #2964 (3<sup>rd</sup>)

July 1953 retired from service

1954 sold as scrap

BAX

2965 4-4-2 I

American Locomotive Company-Schenectady Works 1902 #25033  
4-4-2 21x26-79" 176,000

New York Central (New York Central & Hudson River) I #2965

1905 to New York Central (New York Central & Hudson River) I  
#3965 (1<sup>st</sup>)

1913 to New York Central #965

BAX, R97

2965 4-8-2 L-2d

American Locomotive Company-Schenectady Works 1929 #68083  
4-8-2

#2465

1936 to New York Central (New York Central) L-2d #2965 (3<sup>rd</sup>)

March 1953 retired from service

May 1953 sold as scrap

BAX

2966 4-4-2 I

American Locomotive Company-Schenectady Works 1902 #25034  
4-4-2 21x26-79" 176,000

New York Central (New York Central & Hudson River) I #2966

1905 to New York Central (New York Central & Hudson River) I  
#3966 (1<sup>st</sup>)

1913 to New York Central #966

BAX, R97

2967 4-4-2 I

American Locomotive Company-Schenectady Works 1902 #25035  
4-4-2 21x26-79" 176,000

New York Central (New York Central & Hudson River) I #2967

1905 to New York Central (New York Central & Hudson River) I  
#3967 (1<sup>st</sup>)

1913 to New York Central #967

BAX, R97

2968 4-4-2 I  
American Locomotive Company-Schenectady Works 1902 #25036  
4-4-2 21x26-79" 176,000  
New York Central (New York Central & Hudson River) I #2968  
1905 to New York Central (New York Central & Hudson River) I  
#3968 (1<sup>st</sup>)  
1913 to New York Central #968  
BAX, R97  
2979 (1<sup>st</sup>) 4-4-2 I4/I  
Schenectady 1901 #5728  
4-4-2  
New York Central (New York Central & Hudson River) I4 #2979 (1<sup>st</sup>)  
to New York Central (New York Central & Hudson River) I #2979 (1<sup>st</sup>)  
1905 to New York Central #3979  
BAX  
2980 (1<sup>st</sup>) 4-4-2 I4/I  
Schenectady 1901 #5729  
4-4-2  
New York Central (New York Central & Hudson River) I4 #2980 (1<sup>st</sup>)  
to New York Central (New York Central & Hudson River) I #2980 (1<sup>st</sup>)  
1905 to New York Central #3980  
BAX  
2981 (1<sup>st</sup>) 4-4-2 I4/I  
Schenectady 1901 #5730  
4-4-2  
New York Central (New York Central & Hudson River) I4 #2981 (1<sup>st</sup>)  
to New York Central (New York Central & Hudson River) I #2981 (1<sup>st</sup>)  
1905 to New York Central #3981  
Bax  
2982 (1<sup>st</sup>) 4-4-2 I4/I  
Schenectady 1901 #5731  
4-4-2  
New York Central (New York Central & Hudson River) I4 #2982 (1<sup>st</sup>)  
to New York Central (New York Central & Hudson River) I #2982 (1<sup>st</sup>)  
1905 to New York Central #3982  
BAX

2983 (1<sup>st</sup>) 4-4-2 I4/I  
Schenectady 1901 #5732  
4-4-2  
New York Central (New York Central & Hudson River) I4 #2983 (1<sup>st</sup>)  
to New York Central (New York Central & Hudson River) I #2983 (1<sup>st</sup>)  
1905 to New York Central #3983  
BAX  
2984 (1<sup>st</sup>) 4-4-2 I4/I  
Schenectady 1901 #5733  
4-4-2  
New York Central (New York Central & Hudson River) I4 #2984 (1<sup>st</sup>)  
to New York Central (New York Central & Hudson River) I #2984 (1<sup>st</sup>)  
1905 to New York Central #3984  
BAX  
2985 (1<sup>st</sup>) 4-4-2 I4/I  
Schenectady 1901 #5734  
4-4-2  
New York Central (New York Central & Hudson River) I4 #2985 (1<sup>st</sup>)  
to New York Central (New York Central & Hudson River) I #2985 (1<sup>st</sup>)  
1905 to New York Central #3985  
BAX  
2986 (1<sup>st</sup>) 4-4-2 I4/I  
Schenectady 1901 #5735  
4-4-2  
New York Central (New York Central & Hudson River) I4 #2986 (1<sup>st</sup>)  
to New York Central (New York Central & Hudson River) I #2986 (1<sup>st</sup>)  
1905 to #3986  
BAX  
2987 (1<sup>st</sup>) 4-4-2 I4/I  
Schenectady 1901 #5736  
4-4-2  
New York Central (New York Central & Hudson River) I4 #2987 (1<sup>st</sup>)  
to New York Central (New York Central & Hudson River) I #2987 (1<sup>st</sup>)  
1905 to #3987  
BAX

2988 (1<sup>st</sup>) 4-4-2 I4/I  
Schenectady 1901 #5737  
4-4-2  
New York Central (New York Central & Hudson River) I4 #2988 (1<sup>st</sup>)  
to New York Central (New York Central & Hudson River) I #2988 (1<sup>st</sup>)  
1905 to #3988  
BAX

2989 (1<sup>st</sup>) 4-4-2 I4/I  
Schenectady 1901 #5738  
4-4-2  
New York Central (New York Central & Hudson River) I4 #2989 (1<sup>st</sup>)  
to New York Central (New York Central & Hudson River) I #2989 (1<sup>st</sup>)  
1905 to #3989  
BAX

2990 (1<sup>st</sup>) 4-4-2 I4/I  
Schenectady 1901 #5739  
4-4-2  
New York Central (New York Central & Hudson River) I4 #2990 (1<sup>st</sup>)  
to New York Central (New York Central & Hudson River) I #2990 (1<sup>st</sup>)  
1905 to #3990  
BAX

2991 (1<sup>st</sup>) 4-4-2 I4/I  
Schenectady 1901 #5740  
4-4-2  
New York Central (New York Central & Hudson River) I4 #2991 (1<sup>st</sup>)  
to New York Central (New York Central & Hudson River) I #2991 (1<sup>st</sup>)  
1905 to #3991  
BAX

2992 (1<sup>st</sup>) 4-4-2 I4/I  
Schenectady 1901 #5741  
4-4-2  
New York Central (New York Central & Hudson River) I4 #2992 (1<sup>st</sup>)  
to New York Central (New York Central & Hudson River) I #2992 (1<sup>st</sup>)  
1905 to #3992  
BAX

2993 (1<sup>st</sup>) 4-4-2 I4/I  
Schenectady 1901 #5742  
4-4-2  
New York Central (New York Central & Hudson River) I4 #2993 (1<sup>st</sup>)  
to New York Central (New York Central & Hudson River) I #2993 (1<sup>st</sup>)  
1905 to #3993  
BAX

2994 (1<sup>st</sup>) 4-4-2 I4/I  
Schenectady 1901 #5743  
4-4-2  
New York Central (New York Central & Hudson River) I4 #2994 (1<sup>st</sup>)  
to New York Central (New York Central & Hudson River) I #2994 (1<sup>st</sup>)  
1905 to #3994  
BAX

2995 (1<sup>st</sup>) 4-4-2 I4/I  
Schenectady 1901 #5744  
4-4-2  
New York Central (New York Central & Hudson River) I4 #2995 (1<sup>st</sup>)  
to New York Central (New York Central & Hudson River) I #2995 (1<sup>st</sup>)  
1905 to #3995  
BAX

2996 (1<sup>st</sup>) 4-4-2 I4/I  
Schenectady 1901 #5745  
4-4-2  
New York Central (New York Central & Hudson River) I4 #2996 (1<sup>st</sup>)  
to New York Central (New York Central & Hudson River) I #2996 (1<sup>st</sup>)  
1905 to #3996  
BAX

2997 (1<sup>st</sup>) 4-4-2 I4/I  
Schenectady 1901 #5746  
4-4-2  
New York Central (New York Central & Hudson River) I4 #2997 (1<sup>st</sup>)  
to New York Central (New York Central & Hudson River) I #2997 (1<sup>st</sup>)  
1905 to #3997  
BAX

2998 (1<sup>st</sup>) 4-4-2 I4/I  
Schenectady 1901 #5747  
4-4-2  
New York Central (New York Central & Hudson River) I4 #2998 (1<sup>st</sup>)  
to New York Central (New York Central & Hudson River) I #2998 (1<sup>st</sup>)  
1905 to #3998  
BAX  
2999 (1<sup>st</sup>) 4-4-2 I4/I  
Schenectady 1901 #5708  
4-4-2  
New York Central (New York Central & Hudson River) I4 #2999 (1<sup>st</sup>)  
to New York Central (New York Central & Hudson River) I #2999 (1<sup>st</sup>)  
1905 to #3999  
BAX  
3043 4-6-2 K-10a  
American Locomotive Company 1911  
4-6-2  
New York Central K-10a #3043  
1932-36 scrapped  
3043 4-8-2 L-3b  
Lima 1940  
4-8-2  
New York Central L-3b #3043  
3044 4-6-2 K-10a  
American Locomotive Company 1911  
4-6-2  
New York Central K-10a #3044  
to New York Central #4444  
1947-51 scrapped  
3044 4-8-2 L-3b  
Lima 1940  
4-8-2  
New York Central L-3b #3044  
3045 4-6-2 K-10a  
American Locomotive Company 1911  
4-6-2  
New York Central K-10a #3045  
1932-36 scrapped

3045 4-8-2 L-3b  
Lima 1940  
4-8-2  
New York Central L-3b #3045  
3046 4-6-2 K-10a  
American Locomotive Company 1911  
4-6-2  
New York Central K-10a #3046  
1932-36 scrapped  
3046 4-8-2 L-3b  
Lima 1940  
4-8-2  
New York Central L-3b #3046  
3047 4-6-2 K-10a  
American Locomotive Company 1911  
4-6-2  
New York Central K-10a #3047  
to New York Central #4447  
1947-51 scrapped  
3047 4-8-2 L-3b  
Lima 1940  
4-8-2  
New York Central L-3b #3047  
3048 4-6-2 K-10a  
American Locomotive Company 1911  
4-6-2  
New York Central K-10a #3048  
1932-36 scrapped  
3048 4-8-2 L-3b  
Lima 1940  
4-8-2  
New York Central L-3b #3048  
3049 4-6-2 K-10a  
American Locomotive Company 1911  
4-6-2  
New York Central K-10a #3049  
1932-36 scrapped



3049 4-8-2 L-3b  
Lima 1940  
4-8-2  
New York Central L-3b #3049  
3050 4-6-2 K-11c  
Baldwin 1911  
4-6-2  
New York Central K-11c #3050  
1936 to New York Central #4450  
1947-54 scrapped  
3050 4-8-2 L-3c  
American Locomotive Company 1942  
4-8-2  
New York Central L-3c #3050  
3051 4-6-2 K-11e  
Baldwin 1911  
4-6-2  
New York Central K-11e #3051  
1934 scrapped  
3051 4-8-2 L-3c  
American Locomotive Company 1942  
4-8-2  
New York Central L-3c #3051  
3052 4-6-2 K-11c  
Baldwin 1911  
4-6-2  
New York Central K-11c #3052  
1925 rebuilt  
New York Central K-14c #4393  
1952 scrapped  
3052 4-8-2 L-3c  
American Locomotive Company 1942  
4-8-2  
New York Central L-3c #3052

3053 4-6-2 K-11c  
Baldwin 1911  
4-6-2  
New York Central K-11c #3053  
1936 to New York Central #4453  
1947-54 scrapped  
3053 4-8-2 L-3c  
American Locomotive Company 1942  
4-8-2  
New York Central L-3c #3053  
3054 4-6-2 K-11c  
Baldwin 1911  
4-6-2  
New York Central K-11c #3054  
1934 scrapped  
3054 4-8-2 L-3c  
American Locomotive Company 1942  
4-8-2  
New York Central L-3c #3054  
3055 4-6-2 K-11c  
Baldwin 1911  
4-6-2  
New York Central K-11c #3055  
3055 4-8-2 L-3c  
American Locomotive Company 1942  
4-8-2  
New York Central L-3c #3055  
3056 4-6-2 K-11c  
Baldwin 1911  
4-6-2  
New York Central K-11c #3056  
1934 scrapped  
3056 4-8-2 L-3c  
American Locomotive Company 1942  
4-8-2  
New York Central L-3c #3056

3057 4-6-2 K-11c  
Baldwin 1911  
4-6-2  
New York Central K-11c #3057  
1936 to New York Central #4457  
1947-54 scrapped

3057 4-8-2 L-3c  
American Locomotive Company 1942  
4-8-2  
New York Central L-3c #3057

3058 4-6-2 K-11c  
Baldwin 1911  
4-6-2  
New York Central K-11c #3058  
1934 scrapped

3058 4-8-2 L-3c  
American Locomotive Company 1942  
4-8-2  
New York Central L-3c #3058

3059 4-6-2 K-11c  
Baldwin 1911  
4-6-2  
New York Central K-11c #3059  
1936 to New York Central #4459  
1947-54 scrapped

3059 4-8-2 L-3c  
American Locomotive Company 1942  
4-8-2  
New York Central L-3c #3059

3060 4-6-2 K-11c  
Baldwin 1911  
4-6-2  
New York Central K-11c #3060  
1936 to New York Central #4460  
1947-54 scrapped

3060 4-8-2 L-3c  
American Locomotive Company 1942  
4-8-2  
New York Central L-3c #3060

3061 4-6-2 K-11c  
Baldwin 1911  
4-6-2  
New York Central K-11c #3061  
1936 to New York Central #4461  
1947-54 scrapped

3061 4-8-2 L-3c  
American Locomotive Company 1942  
4-8-2  
New York Central L-3c #3061

3062 4-6-2 K-11c  
Baldwin 1911  
4-6-2  
New York Central K-11c #3062  
1934 scrapped

3062 4-8-2 L-3c  
American Locomotive Company 1942  
4-8-2  
New York Central L-3c #3062

3063 4-6-2 K-11c  
Baldwin 1911  
4-6-2  
New York Central K-11c #3063  
1934 scrapped

3063 4-8-2 L-3c  
American Locomotive Company 1942  
4-8-2  
New York Central L-3c #3063

3064 4-6-2 K-11c  
Baldwin 1911  
4-6-2  
New York Central K-11c #3064  
rebuilt  
New York Central K-14c

3064 4-8-2 L-3c  
American Locomotive Company 1942  
4-8-2  
New York Central L-3c #3064  
3065 4-6-2 K-11c  
Baldwin 1911  
4-6-2  
New York Central K-11c #3065  
1934 scrapped  
3066 4-6-2 K-11c  
Baldwin 1911  
4-6-2  
New York Central K-11c #3066  
1934 scrapped  
3067 4-6-2 K-11c  
Baldwin 1911  
4-6-2  
New York Central K-11c #3067  
1936 to New York Central #4467  
1940 scrapped  
3068 4-6-2 K-11c  
Baldwin 1911  
4-6-2  
New York Central K-11c #3068  
1936 to New York Central #4468  
1947-54 scrapped  
3069 4-6-2 K-11c  
Baldwin 1911  
4-6-2  
New York Central K-11c #3069  
1936 to New York Central #4469  
1947-54 scrapped  
3070 4-6-2 K-11c  
Baldwin 1911  
4-6-2  
New York Central K-11c #3070  
1934 scrapped

3071 4-6-2 K-11c  
Baldwin 1911  
4-6-2  
New York Central K-11c #3071  
1947-54 scrapped  
3072 4-6-2 K-11c  
Baldwin 1912  
4-6-2  
New York Central K-11c #3072  
1936 scrapped  
3073 4-6-2 K-11c  
Baldwin 1911  
4-6-2  
New York Central K-11c #3073  
1936 to New York Central #4473  
1948-52 scrapped  
3074 4-6-2 K-11c  
Baldwin 1911  
4-6-2  
New York Central K-11c #3074  
1936 to New York Central #4474  
1948-52 scrapped  
3075 4-6-2 K-11c  
Baldwin 1911  
4-6-2  
New York Central K-11c #3075  
1936 to New York Central #4475  
1948-52 scrapped  
3076 4-6-2 K-11c  
Baldwin 1911  
4-6-2  
New York Central K-11c #3076  
1936 to New York Central #4476  
1948-52 scrapped

3077 4-6-2 K-11c  
Baldwin 1912  
4-6-2  
New York Central K-11c #3077  
1936 to New York Central #4477  
1948-53 scrapped

3078 4-6-2 K-11c  
Baldwin 1912  
4-6-2  
New York Central K-11c #3078  
1936 to New York Central #4478  
1948-53 scrapped

3079 4-6-2 K-11c  
Baldwin 1912  
4-6-2  
New York Central K-11c #3079  
1936 to New York Central #4479  
1948-53 scrapped

3080 4-6-2 K-11b  
American Locomotive Company 1911  
4-6-2  
New York Central K-11b #3080

3081 4-6-2 K-11b  
American Locomotive Company 1911  
4-6-2  
New York Central K-11b #3081  
1927 to Pittsburgh & Lake Erie #17

3082 4-6-2 K-11b  
American Locomotive Company 1911  
4-6-2  
New York Central K-11b #3082

3083 4-6-2 K-11b  
American Locomotive Company 1911  
4-6-2  
New York Central K-11b #3083  
1936 to New York Central #4483  
scrapped

3084 4-6-2 K-11b  
American Locomotive Company 1911  
4-6-2  
New York Central K-11b #3084  
1927 to Pittsburgh & Lake Erie #18

3085 4-6-2 K-11b  
American Locomotive Company 1911  
4-6-2  
New York Central K-11b #3085

3086 4-6-2 K-11b  
American Locomotive Company 1911  
4-6-2  
New York Central K-11b #3086  
1936 to New York Central #4486  
scrapped

3087 4-6-2 K-11b  
American Locomotive Company 1911  
4-6-2  
New York Central K-11b #3087

3088 4-6-2 K-11b  
American Locomotive Company 1911  
4-6-2  
New York Central K-11b #3088

3089 4-6-2 K-11b  
American Locomotive Company 1911  
4-6-2  
New York Central K-11b #3089

3090 4-6-2 K-11a  
American Locomotive Company 1911  
4-6-2  
New York Central K-11a #3090  
1936 to New York Central #4490  
1952 scrapped

3091 4-6-2 K-11a  
American Locomotive Company 1911  
4-6-2  
New York Central K-11a #3091  
1936 to New York Central #4490  
1952 scrapped

3092 4-6-2 K-11a  
American Locomotive Company 1911  
4-6-2  
New York Central K-11a #3092  
1933-36 scrapped

3093 4-6-2 K-11a  
American Locomotive Company 1911  
4-6-2  
New York Central K-11a #3093  
1933-36 scrapped

3094 4-6-2 K-11a  
American Locomotive Company 1911  
4-6-2  
New York Central K-11a #3094  
1933-36 scrapped

3095 4-6-2 K-11a  
American Locomotive Company 1911  
4-6-2  
New York Central K-11a #3095

3096 4-6-2 K-11a  
American Locomotive Company 1911  
4-6-2  
New York Central K-11a #3096  
1933-36 scrapped

3097 4-6-2 K-11a  
American Locomotive Company 1911  
4-6-2  
New York Central K-11a #3097  
1933-36 scrapped

3098 4-6-2 K-11a  
American Locomotive Company 1911  
4-6-2  
New York Central K-11a #3098  
1936 to New York Central #4490  
1952 scrapped

3099 4-6-2 K-11a  
American Locomotive Company 1911  
4-6-2  
New York Central K-11a #3099  
1933-36 scrapped

3100 4-6-2 K-11b  
American Locomotive Company 1912  
4-6-2  
New York Central K-11b #3100  
1936 to New York Central #4500  
1940 scrapped

3100 4-8-2 L-4a  
Lima 1942-43  
4-8-2  
New York Central L-4a #3100

3101 4-6-2 K-11b  
American Locomotive Company 1912  
4-6-2  
New York Central K-11b #3101  
1936 to New York Central #4501  
1940 scrapped

3101 4-8-2 L-4a  
Lima 1942-43  
4-8-2  
New York Central L-4a #3101

3102 4-6-2 K-11b  
American Locomotive Company 1912  
4-6-2  
New York Central K-11b #3102  
1936 to New York Central #4502  
1939 scrapped

3102 4-8-2 L-4a  
Lima 1942-43  
4-8-2  
New York Central L-4a #3102

3103 4-6-2 K-11b  
American Locomotive Company 1912  
4-6-2  
New York Central K-11b #3103  
1936 to New York Central #4503  
1947-52 scrapped

3103 4-8-2 L-4a  
Lima 1942-43  
4-8-2  
New York Central L-4a #3103

3104 4-6-2 K-11b  
American Locomotive Company 1912  
4-6-2  
New York Central K-11b #3104  
1936 to New York Central #4504  
1947-52 scrapped

3104 4-8-2 L-4a  
Lima 1942-43  
4-8-2  
New York Central L-4a #3104

3105 4-6-2 K-11b  
American Locomotive Company 1912  
4-6-2  
New York Central K-11b #3105  
1936 to New York Central #4505  
1947-52 scrapped

3105 4-8-2 L-4a  
Lima 1942-43  
4-8-2  
New York Central L-4a #3105

3106 4-6-2 K-11b  
American Locomotive Company 1912  
4-6-2  
New York Central K-11b #3106  
1936 to New York Central #4506  
1947-52 scrapped

3106 4-8-2 L-4a  
Lima 1942-43  
4-8-2  
New York Central L-4a #3106

3107 4-6-2 K-11b  
American Locomotive Company 1912  
4-6-2  
New York Central K-11b #3107  
1936 to New York Central #4507  
1947-52 scrapped

3107 4-8-2 L-4a  
Lima 1942-43  
4-8-2  
New York Central L-4a #3107

3108 4-6-2 K-11b  
American Locomotive Company 1912  
4-6-2  
New York Central K-11b #3108  
1929 rebuilt  
K-14b  
to Pittsburgh & Lake Erie #19

3108 4-8-2 L-4a  
Lima 1942-43  
4-8-2  
New York Central L-4a #3108

3109 4-6-2 K-11b  
American Locomotive Company 1912  
4-6-2  
New York Central K-11b #3109  
1936 to New York Central #4509  
1947-52 scrapped

3109 4-8-2 L-4a  
Lima 1942-43  
4-8-2  
New York Central L-4a #3109

3110 4-6-2 K-11b  
American Locomotive Company 1912  
4-6-2  
New York Central K-11b #3110  
1936 to New York Central #4510  
1947-52 scrapped

3110 4-8-2 L-4a  
Lima 1942-43  
4-8-2  
New York Central L-4a #3110

3111 4-6-2 K-11b  
American Locomotive Company-Schenectady Works 1912 #50693  
4-6-2  
New York Central K-11b #3111  
1936 to New York Central (New York Central) K-11b #4511 (2<sup>nd</sup>)  
September 1950 retired from service  
BAX

3111 4-8-2 L-4a  
Lima 1942-43  
4-8-2  
New York Central L-4a #3111

3112 4-6-2 K-11b  
American Locomotive Company-Schenectady Works 1912 #50694  
4-6-2  
New York Central K-11b #3112  
1936 to New York Central (New York Central) K-11b #4512 (2<sup>nd</sup>)  
March 1949 retired from service  
BAX

3112 4-8-2 L-4a  
Lima 1942-43  
4-8-2  
New York Central L-4a #3112

3113 4-6-2 K-11b  
American Locomotive Company-Schenectady Works 1912 #50695  
4-6-2  
New York Central K-11b #3113  
1936 to New York Central (New York Central) K-11b #4513 (2<sup>nd</sup>)  
October 1950 retired from service  
BAX

3113 4-8-2 L-4a  
Lima 1942-43  
4-8-2  
New York Central L-4a #3113

3114 4-6-2 K-11b  
American Locomotive Company-Schenectady Works 1912 #50696  
4-6-2  
New York Central K-11b #3114  
1936 to New York Central (New York Central) K-11b #4514 (2<sup>nd</sup>)  
January 1950 retired from service  
BAX

3114 4-8-2 L-4a  
Lima 1942-43  
4-8-2  
New York Central L-4a #3114

3115 4-6-2  
American Locomotive Company-Schenectady Works 1912 #50697  
4-6-2  
New York Central #3115  
1936 to New York Central (New York Central) K-11b #4515 (2<sup>nd</sup>)  
July 1952 retired from service  
BAX

3116 4-6-2  
American Locomotive Company-Schenectady Works 1912 #50698  
4-6-2  
New York Central #3116  
1936 to New York Central (New York Central) K-11b #4516 (2<sup>nd</sup>)  
May 1948 scrapped  
BAX

3117 4-6-2  
American Locomotive Company-Schenectady Works 1912 #50699  
4-6-2  
New York Central #3117  
1936 to New York Central (New York Central) K-11b #4517 (2<sup>nd</sup>)  
June 1940 scrapped  
BAX

3118 4-6-2

American Locomotive Company-Schenectady Works 1912 #50700  
4-6-2  
New York Central #3118  
1936 to New York Central (New York Central) K-11b #4518 (3<sup>rd</sup>)  
February 1952 retired from service  
BAX

3119 4-6-2

American Locomotive Company-Schenectady Works 1912 #50701  
4-6-2  
New York Central #3119  
1936 to New York Central (New York Central) K-11b #4519 (3<sup>rd</sup>)  
December 1951 retired from service  
BAX

3120 4-6-2

American Locomotive Company-Schenectady Works 1912 #51184  
4-6-2  
New York Central #3120  
1936 to New York Central (New York Central) K-11d #4520 (3<sup>rd</sup>)  
January 1950 retired from service  
BAX

3121 4-6-2

American Locomotive Company-Schenectady Works 1912 #51185  
4-6-2  
New York Central #3121  
1936 to New York Central (New York Central) K-11d #4521 (2<sup>nd</sup>)  
September 1952 retired from service  
BAX

3122 4-6-2

American Locomotive Company-Schenectady Works 1912 #51186  
4-6-2  
New York Central #3122  
1936 to New York Central (New York Central) K-11d #4522 (2<sup>nd</sup>)  
January 1950 retired from service  
BAX

3124 4-6-2

American Locomotive Company-Schenectady Works 1912 #51188  
4-6-2  
New York Central #3124  
1936 to New York Central (New York Central) K-11d #4524 (2<sup>nd</sup>)  
April 1950 retired from service  
BAX

3125 4-6-2

American Locomotive Company-Schenectady Works 1912 #51189  
4-6-2  
New York Central #3125  
1936 to New York Central (New York Central) K-11d #4525 (2<sup>nd</sup>)  
October 1952 retired from service  
BAX

3127 4-6-2

American Locomotive Company-Schenectady Works 1912 #51191  
4-6-2  
New York Central #3127  
1936 to New York Central (New York Central) K-11d #4527 (2<sup>nd</sup>)  
February 1952 retired from service  
BAX

3128 4-6-2

American Locomotive Company-Schenectady Works 1912 #51192  
4-6-2  
New York Central #3128  
1936 to New York Central (New York Central) K-11d #4528 (2<sup>nd</sup>)  
March 1953 retired from service  
BAX

3129 4-6-2

American Locomotive Company-Schenectady Works 1912 #51193  
4-6-2  
New York Central #3129  
1936 to New York Central (New York Central) K-11d #4529 (2<sup>nd</sup>)  
May 1952 retired from service  
BAX



3130 4-6-2

American Locomotive Company-Schenectady Works 1912 #51194  
4-6-2  
New York Central #3130  
1936 to New York Central (New York Central) K-11d #4530 (2<sup>nd</sup>)  
November 1949 retired from service  
BAX

3131 4-6-2

American Locomotive Company-Schenectady Works 1912 #51195  
4-6-2  
New York Central #3131  
1936 to New York Central (New York Central) K-11d #4531 (2<sup>nd</sup>)  
February 1952 retired from service  
BAX

3132 4-6-2

American Locomotive Company-Schenectady Works 1912 #51196  
4-6-2  
New York Central #3132  
1936 to New York Central (New York Central) K-11d #4532 (2<sup>nd</sup>)  
October 1949 retired from service  
BAX

3133 4-6-2

American Locomotive Company-Schenectady Works 1912 #51197  
4-6-2  
New York Central #3133  
1936 to New York Central (New York Central) K-11d #4533 (2<sup>nd</sup>)  
February 1950 retired from service  
BAX

3135 4-6-2

American Locomotive Company-Schenectady Works 1912 #51199  
4-6-2  
New York Central #3135  
1936 to New York Central (New York Central) K-11d #4535 (2<sup>nd</sup>)  
May 1947 retired from service  
BAX

3136 4-6-2

American Locomotive Company-Schenectady Works 1912 #51200  
4-6-2  
New York Central #3136  
1936 to New York Central (New York Central) K-11d #4536 (2<sup>nd</sup>)  
November 1951 retired from service  
BAX

3137 4-6-2

American Locomotive Company-Schenectady Works 1912 #51201  
4-6-2  
New York Central #3137  
1936 to New York Central (New York Central) K-11d #4537 (2<sup>nd</sup>)  
July 1951 retired from service  
BAX

3138 4-6-2

American Locomotive Company-Schenectady Works 1912 #51202  
4-6-2  
New York Central #3138  
1936 to New York Central (New York Central) K-11d #4538 (2<sup>nd</sup>)  
July 1940 scrapped  
BAX

3139 4-6-2

American Locomotive Company-Schenectady Works 1912 #51203  
4-6-2  
New York Central #3139  
1936 to New York Central (New York Central) K-11d #4539 (3<sup>rd</sup>)  
March 1952 retired from service  
BAX

3140 4-6-2

American Locomotive Company-Schenectady Works 1912 #51760  
4-6-2  
New York Central #3140  
1936 to New York Central (New York Central) K-11e #4540 (3<sup>rd</sup>)  
March 1952 retired from service  
BAX

3141 4-6-2

American Locomotive Company-Schenectady Works 1912 #51761  
4-6-2  
New York Central #3141  
1936 to New York Central (New York Central) K-11e #4541  
June 1951 retired from service  
BAX

3142 4-6-2

American Locomotive Company-Schenectady Works 1912 #51762  
4-6-2  
New York Central #3142  
1936 to New York Central (New York Central) K-11e #4542 (3<sup>rd</sup>)  
October 1950 retired from service  
BAX

3143 4-6-2

American Locomotive Company-Schenectady Works 1912 #51763  
4-6-2  
New York Central #3143  
1936 to New York Central (New York Central) K-11e #4543 (3<sup>rd</sup>)  
July 1952 retired from service  
BAX

3150 4-6-2

American Locomotive Company-Schenectady Works 1912 #51770  
4-6-2  
New York Central #3150  
1936 to New York Central (New York Central) K-11e #4550 (2<sup>nd</sup>)  
April 1952 retired from service  
BAX

3151 4-6-2

American Locomotive Company-Schenectady Works 1912 #51771  
4-6-2  
New York Central #3151  
1936 to New York Central (New York Central) K-11e #4551 (2<sup>nd</sup>)  
December 1951 retired from service  
BAX

3152 4-6-2

American Locomotive Company-Schenectady Works 1912 #51772  
4-6-2  
New York Central #3152  
1936 to New York Central (New York Central) K-11e #4552 (2<sup>nd</sup>)  
June 1951 retired from service  
BAX

3153 4-6-2

American Locomotive Company-Schenectady Works 1912 #51773  
4-6-2  
New York Central #3153  
1936 to New York Central (New York Central) K-11e #4553 (2<sup>nd</sup>)  
June 1951 retired from service  
BAX

3154 4-6-2

American Locomotive Company-Schenectady Works 1912 #51774  
4-6-2  
New York Central #3154  
1936 to New York Central (New York Central) K-11e #4554 (2<sup>nd</sup>)  
February 1952 retired from service  
BAX

3155 4-6-2

American Locomotive Company-Schenectady Works 1912 #51775  
4-6-2  
New York Central #3155  
1936 to New York Central (New York Central) K-11e #4555 (2<sup>nd</sup>)  
February 1949 retired from service  
BAX

3156 4-6-2

American Locomotive Company-Schenectady Works 1912 #51776  
4-6-2  
New York Central #3156  
1936 to New York Central (New York Central) K-11e #4556 (2<sup>nd</sup>)  
October 1951 retired from service  
BAX

3157 4-6-2

American Locomotive Company-Schenectady Works 1912 #51777  
4-6-2  
New York Central #3157  
1936 to New York Central (New York Central) K-11e #4557 (2<sup>nd</sup>)  
July 1951 retired from service  
BAX

3158 4-6-2

American Locomotive Company-Schenectady Works 1912 #51778  
4-6-2  
New York Central #3158  
1936 to New York Central (New York Central) K-11e #4558 (2<sup>nd</sup>)  
March 1952 retired from service  
BAX

3160 4-6-2

American Locomotive Company-Schenectady Works 1912 #51780  
4-6-2  
New York Central #3160  
1936 to New York Central (New York Central) K-11e #4560 (2<sup>nd</sup>)  
February 1952 retired from service  
BAX

3161 4-6-2

American Locomotive Company-Schenectady Works 1912 #51781  
4-6-2  
New York Central #3161  
1936 to New York Central (New York Central) K-11e #4561 (2<sup>nd</sup>)  
March 1952 retired from service  
BAX

3162 4-6-2

American Locomotive Company-Schenectady Works 1912 #51782  
4-6-2  
New York Central #3162  
1936 to New York Central (New York Central) K-11e #4562 (2<sup>nd</sup>)  
January 1950 retired from service  
BAX

3163 4-6-2

American Locomotive Company-Schenectady Works 1912 #51783  
4-6-2  
New York Central #3163  
1936 to New York Central (New York Central) K-11e #4563 (2<sup>nd</sup>)  
February 1952 retired from service  
BAX

3164 4-6-2

American Locomotive Company-Schenectady Works 1912 #51784  
4-6-2  
New York Central #3164  
1936 to New York Central (New York Central) K-11e #4564 (2<sup>nd</sup>)  
June 1951 retired from service  
BAX

3166 4-6-2

American Locomotive Company-Schenectady Works 1912 #51786  
4-6-2  
New York Central #3166  
1936 to New York Central (New York Central) K-11e #4566 (2<sup>nd</sup>)  
September 1952 retired from service  
BAX

3188 4-6-2 K-11f

American Locomotive Company 1913  
4-6-2  
New York Central K-11f #3188  
1920-24 rebuilt  
K-14f

3189 4-6-2 K-11f

American Locomotive Company 1913  
4-6-2  
New York Central K-11f #3189  
1936 to New York Central #4589  
1947-53 scrapped

3190 4-6-2 K-11f

American Locomotive Company 1913  
4-6-2  
New York Central K-11f #3190  
1920-24 rebuilt  
K-14f

3191 4-6-2 K-11f  
American Locomotive Company 1913  
4-6-2  
New York Central K-11f #3191  
1925 rebuilt  
K-14f  
1936 to New York Central #4398  
1952 scrapped

3192 4-6-2 K-11f  
American Locomotive Company 1913  
4-6-2  
New York Central K-11f #3192  
1920-24 scrapped

3193 4-6-2 K-11f  
American Locomotive Company 1913  
4-6-2  
New York Central K-11f #3193  
1925 rebuilt  
K-14f  
1936 to New York Central #4399  
1952 scrapped

3194 4-6-2 K-11f  
American Locomotive Company 1913  
4-6-2  
New York Central K-11f #3194  
1936 to New York Central #4594  
1947-53 scrapped

3195 4-6-2 K-11f  
American Locomotive Company 1913  
4-6-2  
New York Central K-11f #3195  
1936 to New York Central #4595  
1947-53 scrapped

3196 4-6-2 K-11f  
American Locomotive Company 1913  
4-6-2  
New York Central K-11f #3196  
1936 to New York Central #4596  
1947-53 scrapped

3197 4-6-2 K-11f  
American Locomotive Company 1913  
4-6-2  
New York Central K-11f #3197  
1936 to New York Central #4597  
1947-53 scrapped

3198 4-6-2 K-11f  
American Locomotive Company 1913  
4-6-2  
New York Central K-11f #3198  
1936 to New York Central #4598  
1947-53 scrapped

3199 4-6-2 K-11f  
American Locomotive Company 1913  
4-6-2  
New York Central K-11f #3199  
1936 to New York Central #4599  
1947-52 scrapped

3267 4-6-2 K-3q  
American Locomotive Company 1923  
4-6-2  
New York Central K-3q #3267  
1936 to New York Central #4667  
1950-52 scrapped

3268 4-6-2 K-3q  
American Locomotive Company 1923  
4-6-2  
New York Central K-3q #3268  
1936 to New York Central #4668  
1950-52 scrapped

3269 4-6-2 K-3q  
American Locomotive Company 1923  
4-6-2  
New York Central K-3q #3269  
1936 to New York Central #4669  
1950-52 scrapped

3270 4-6-2 K-3q

American Locomotive Company 1923

4-6-2

New York Central K-3q #3270

1936 to New York Central #4670

1950-52 scrapped

3271 4-6-2 K-3q

American Locomotive Company 1923

4-6-2

New York Central K-3q #3271

1936 to New York Central #4671

1950-52 scrapped

3272 4-6-2 K-3q

American Locomotive Company 1923

4-6-2

New York Central K-3q #3272

1936 to New York Central #4672

1950-52 scrapped

3273 4-6-2 K-3q

American Locomotive Company 1923

4-6-2

New York Central K-3q #3273

1936 to New York Central #4673

1950-52 scrapped

3274 4-6-2 K-3q

American Locomotive Company 1923

4-6-2

New York Central K-3q #3274

1936 to New York Central #4674

1950-52 scrapped

3275 4-6-2 K-3q

American Locomotive Company 1923

4-6-2

New York Central K-3q #3275

1936 to New York Central #4675

1950-52 scrapped

3276 4-6-2 K-3q

American Locomotive Company 1923

4-6-2

New York Central K-3q #3276

1936 to New York Central #4676

1950-52 scrapped

3277 4-6-2 K-3q

American Locomotive Company 1923

4-6-2

New York Central K-3q #3277

1936 to New York Central #4677

1950-52 scrapped

3278 4-6-2 K-3q

American Locomotive Company 1923

4-6-2

New York Central K-3q #3278

1936 to New York Central #4678

1950-52 scrapped

3279 4-6-2 K-3q

American Locomotive Company 1923

4-6-2

New York Central K-3q #3279

1936 to New York Central #4679

1950-52 scrapped

3280 4-6-2 K-3q

American Locomotive Company 1923

4-6-2

New York Central K-3q #3280

1936 to New York Central #4680

1950-52 scrapped

3281 4-6-2 K-3q

American Locomotive Company 1923

4-6-2

New York Central K-3q #3281

1936 to New York Central #4681

1950-52 scrapped

3282 4-6-2 K-3q

American Locomotive Company 1923

4-6-2

New York Central K-3q #3282

1936 to New York Central #4682

1950-52 scrapped

3283 4-6-2 K-3q

American Locomotive Company 1923

4-6-2

New York Central K-3q #3283

1936 to New York Central #4683

1950-52 scrapped

3284 4-6-2 K-3q

American Locomotive Company 1923

4-6-2

New York Central K-3q #3284

1936 to New York Central #4684

1950-52 scrapped

3285 4-6-2 K-3q

American Locomotive Company 1923

4-6-2

New York Central K-3q #3285

1936 to New York Central #4685

1950-52 scrapped

3286 4-6-2 K-3q

American Locomotive Company 1923

4-6-2

New York Central K-3q #3286

1936 to New York Central #4686

1950-52 scrapped

3287 4-6-2 K-3q

American Locomotive Company 1923

4-6-2

New York Central K-3q #3287

1936 to New York Central #4687

1950-52 scrapped

3288 4-6-2 K-3q

American Locomotive Company 1923

4-6-2

New York Central K-3q #3288

1936 to New York Central #4688

1950-52 scrapped

3289 4-6-2 K-3q

American Locomotive Company 1923

4-6-2

New York Central K-3q #3289

1936 to New York Central #4689

1950-52 scrapped

3290 4-6-2 K-3q

American Locomotive Company 1923

4-6-2

New York Central K-3q #3290

1936 to New York Central #4690

1950-52 scrapped

3291 4-6-2 K-3q

American Locomotive Company 1923

4-6-2

New York Central K-3q #3291

1936 to New York Central #4691

1950-52 scrapped

3292 4-6-2 K-3q

American Locomotive Company 1923

4-6-2

New York Central K-3q #3292

1936 to New York Central #4692

1950-52 scrapped

3293 4-6-2 K-3q

American Locomotive Company 1923

4-6-2

New York Central K-3q #3293

1936 to New York Central #4693

1950-52 scrapped

3294 4-6-2 K-3q

American Locomotive Company 1923

4-6-2

New York Central K-3q #3294

1936 to New York Central #4694

1950-52 scrapped

3528 4-6-2

American Locomotive Company-Schenectady Works 1908 #45336

4-6-2 22x26-75" 235,000

New York Central (Boston & Albany) #3528

R97

3529 4-6-2

American Locomotive Company-Schenectady Works 1908 #45337

4-6-2 22x26-75" 235,000

New York Central (Boston & Albany) #3529

R97

3530 4-6-2

American Locomotive Company-Schenectady Works 1908 #45338

4-6-2

New York Central (Boston & Albany) #3530

R97

3531 4-6-2

American Locomotive Company-Schenectady Works 1908 #45339

4-6-2

New York Central (Boston & Albany) #3531

R97

3532 4-6-2

American Locomotive Company-Schenectady Works 1908 #45340

4-6-2

New York Central (Boston & Albany) #3532

R97

3533 4-6-2

American Locomotive Company-Schenectady Works 1908 #45341

4-6-2

New York Central (Boston & Albany) #3533

R97

3534 4-6-2

American Locomotive Company-Schenectady Works 1908 #45342

4-6-2

New York Central (Boston & Albany) #3534

R97

3535 4-6-2

American Locomotive Company-Schenectady Works 1908 #45343

4-6-2

New York Central (Boston & Albany) #3535

R97

3536 4-6-2

American Locomotive Company-Schenectady Works 1908 #45344

4-6-2

New York Central (Boston & Albany) #3536

R97

3537 4-6-2

American Locomotive Company-Schenectady Works 1908 #45345

4-6-2

New York Central (Boston & Albany) #3537

R97

3538 4-6-2

American Locomotive Company-Schenectady Works 1908 #45346

4-6-2

New York Central (Boston & Albany) #3538

R97

3539 4-6-2

American Locomotive Company-Schenectady Works 1908 #45347

4-6-2

New York Central (Boston & Albany) #3539

R97

3540 4-6-2

American Locomotive Company-Schenectady Works 1911 #49419

4-6-2 22x26-75" 234,000

New York Central (Boston & Albany) #3540

R97

3541 4-6-2  
American Locomotive Company-Schenectady Works 1911 #49420  
4-6-2  
New York Central (Boston & Albany) #3541  
R97

3542 4-6-2  
American Locomotive Company-Schenectady Works 1911 #49421  
4-6-2  
New York Central (Boston & Albany) #3542  
R97

3543 4-6-2  
American Locomotive Company-Schenectady Works 1911 #49422  
4-6-2  
New York Central (Boston & Albany) #3543  
R97

3544 4-6-2  
American Locomotive Company-Schenectady Works 1911 #49423  
4-6-2  
New York Central (Boston & Albany) #3544  
R(7

3545 4-6-2  
American Locomotive Company-Schenectady Works 1911 #49424  
4-6-2  
New York Central (Boston & Albany) #3545  
R97

3546 4-6-2  
American Locomotive Company-Schenectady Works 1911 #49425  
4-6-2  
New York Central (Boston & Albany) #3546  
R97

3547 4-6-2  
American Locomotive Company-Schenectady Works 1911 #49426  
4-6-2  
New York Central (Boston & Albany) #3547  
R97

3548 4-6-2  
American Locomotive Company-Schenectady Works 1911 #49427  
4-6-2  
New York Central (Boston & Albany) #3548  
R97

3549 4-6-2  
American Locomotive Company-Schenectady Works 1911 #49428  
4-6-2  
New York Central (Boston & Albany) #3549  
R97

3562 (1<sup>st</sup>) 4-6-2 K-2e  
American Locomotive Company-Schenectady Works 1908 #45251  
4-6-2  
New York Central (New York Central & Hudson River) K-2e #3562 (1<sup>st</sup>)  
May 1933 retired from service  
BAX

3563 (1<sup>st</sup>) 4-6-2 K-2e  
American Locomotive Company-Schenectady Works 1908 #45252  
4-6-2  
New York Central (New York Central & Hudson River) K-2e #3563 (1<sup>st</sup>)  
November 1929 retired from service  
BAX

3564 (1<sup>st</sup>) 4-6-2 K-2e  
American Locomotive Company-Schenectady Works 1908 #45253  
4-6-2  
New York Central (New York Central & Hudson River) K-2e #3564 (1<sup>st</sup>)  
1936 to New York Central #4652  
BAX

3565 (1<sup>st</sup>) 4-6-2 K-2e  
American Locomotive Company-Schenectady Works 1908 #45254  
4-6-2  
New York Central (New York Central & Hudson River) K-2e #3565 (1<sup>st</sup>)  
October 1929 retired from service  
BAX



3566 (1<sup>st</sup>) 4-6-2 K-2e  
American Locomotive Company-Schenectady Works 1908 #45255  
4-6-2  
New York Central (New York Central & Hudson River) K-2e #3566 (1<sup>st</sup>)  
December 1932 retired from service  
BAX

3567 (1<sup>st</sup>) 4-6-2 K-2e  
American Locomotive Company-Schenectady Works 1908 #45256  
4-6-2  
New York Central (New York Central & Hudson River) K-2e #3567 (1<sup>st</sup>)  
September 1929 retired from service  
BAX

3568 (1<sup>st</sup>) 4-6-2 K-2e  
American Locomotive Company-Schenectady Works 1908 #45257  
4-6-2  
New York Central (New York Central & Hudson River) K-2e #3568 (1<sup>st</sup>)  
May 1933 retired from service  
BAX

3569 (1<sup>st</sup>) 4-6-2 K-2e  
American Locomotive Company-Schenectady Works 1908 #45258  
4-6-2  
New York Central (New York Central & Hudson River) K-2e #3569 (1<sup>st</sup>)  
June 1932 retired from service  
BAX

3570 (1<sup>st</sup>) 4-6-2 K-2e  
American Locomotive Company-Schenectady Works 1908 #45259  
4-6-2  
New York Central (New York Central & Hudson River) K-2e #3570 (1<sup>st</sup>)  
June 1932 retired from service  
BAX

3571 (1<sup>st</sup>) 4-6-2 K-2e  
American Locomotive Company-Schenectady Works 1908 #45260  
4-6-2  
New York Central (New York Central & Hudson River) K-2e #3571 (1<sup>st</sup>)  
May 1933 retired from service  
BAX

3572 (1<sup>st</sup>) 4-6-2 K-2e  
American Locomotive Company-Schenectady Works 1908 #45261  
4-6-2  
New York Central (New York Central & Hudson River) K-2e #3572 (1<sup>st</sup>)  
May 1929 retired from service  
BAX

3595 4-6-2  
American Locomotive Company-Schenectady Works 00/1903 #27956  
4-6-2  
New York Central #2795  
00/1905 to New York Central (New York Central & Hudson River) K  
#3595 (1<sup>st</sup>)  
rebuilt Kg  
New York Central (New York Central & Hudson River) Kg #3595 (1<sup>st</sup>)  
00/1910 to Boston & Albany #3595  
00/1912 to Boston & Albany #510  
BAX

3596 4-6-2  
American Locomotive Company-Schenectady Works 00/1903 #27957  
4-6-2  
New York Central #2796  
00/1905 to New York Central (New York Central & Hudson River) K  
#3596 (1<sup>st</sup>)  
rebuilt Kg  
New York Central (New York Central & Hudson River) Kg #3596 (1<sup>st</sup>)  
00/1910 to Boston & Albany #3596  
00/1912 to Boston & Albany #511  
BAX

3597 (1<sup>st</sup>) 4-6-2  
American Locomotive Company-Schenectady Works 00/1903 #27958  
4-6-2  
New York Central #2797  
00/1905 to New York Central (New York Central & Hudson River) K  
#3597 (1<sup>st</sup>)  
rebuilt Kg  
New York Central (New York Central & Hudson River) Kg #3597 (1<sup>st</sup>)  
00/1910 to Boston & Albany #3597  
00/1912 to Boston & Albany #512  
BAX

3598 (1<sup>st</sup>) 4-6-2

American Locomotive Company-Schenectady Works 00/1903 #27959  
4-6-2

New York Central #2798

00/1905 to New York Central (New York Central & Hudson River) K  
#3598 (1<sup>st</sup>)

rebuilt Kg

New York Central (New York Central & Hudson River) Kg #3598 (1<sup>st</sup>)

00/1910 to Boston & Albany #3598

00/1912 to Boston & Albany #513

BAX

3607 4-8-0

Schenectady 1890 #3219

4-8-0

Beech Creek #18

1899 to New York Central (New York Central & Hudson River) H  
#2607 (1<sup>st</sup>)

1905 to New York Central #3607

BAX

3613 (1<sup>st</sup>) 4-8-0 H-1

Schenectady 1893 #3999

4-8-0

New York Central #2613

1905 to New York Central (New York Central & Hudson River) H-1  
#3613 (1<sup>st</sup>)

March 1912 scrapped

BAX

3614 (1<sup>st</sup>) 4-8-0 H-1

Schenectady 1893 #4000

4-8-0

New York Central #2614

1905 to New York Central (New York Central & Hudson River) H-1  
#3614 (1<sup>st</sup>)

May 1911 scrapped

BAX

3615 (1<sup>st</sup>) 4-8-0 H-1

Schenectady 1893 #4001

4-8-0

New York Central #2615

1905 to New York Central (New York Central & Hudson River) H-1  
#3615 (1<sup>st</sup>)

1912 to New York Central #615

BAX

3616 4-8-0

Schenectady 1893 #4002

4-8-0

Beech Creek #56

1899 to New York Central (New York Central & Hudson River) H-1  
#2616 (1<sup>st</sup>)

1905 to New York Central #3616

BAX

3650 2-6-2 J-40a

Brooks January 1901 #3734

2-6-2 20½x28-81”

Lake Shore & Michigan Southern Ja #650

1905 sold to New York Central J-40a #3650

1905 to New York Central J-40a #4650

October 1909 rebuilt

New York Central J-40e #4650

December 1925 scrapped

boiler to #1131

AAT

3650 (2<sup>nd</sup>) 0-10-0 M

American Locomotive Company-Brooks Works 1905 #37751

0-10-0

New York Central (New York Central & Hudson River) M #3650 (2<sup>nd</sup>)

1912 to #97

BAX

3651 2-6-2 J-40a

Brooks January 1901 #3733

2-6-2 20½x28-81”

Lake Shore & Michigan Southern Ja #651

1905 sold to New York Central J-40a #3651

1905 to New York Central J-40a #4651

May 1910 rebuilt

New York Central J-40e #4651

October 1924 scrapped

AAT

3651 (2<sup>nd</sup>) 0-10-0 M

American Locomotive Company-Brooks Works 1905 #37752

0-10-0

New York Central (New York Central & Hudson River) M #3651 (2<sup>nd</sup>)

1912 to #98

BAX

3652 (2<sup>nd</sup>) 0-10-0 M

American Locomotive Company-Brooks Works 1905 #37753

0-10-0

New York Central (New York Central & Hudson River) M #3652 (2<sup>nd</sup>)

1912 to #99

BAX

3654 2-6-2

Brooks 00/1901 #3867

2-6-2

New York Central #3654

00/1905 to New York Central (Lake Shore & Michigan Southern) J-40b

#4654 (1<sup>st</sup>)

January 1911 rebuilt J-40

New York Central (Lake Shore & Michigan Southern) J-40 #4654 (1<sup>st</sup>)

December 1925 scrapped

BAX

3655 2-6-2

Brooks 00/1901 #3868

2-6-2

New York Central #3655

00/1905 to New York Central (Lake Shore & Michigan Southern) J-40b

#4655 (1<sup>st</sup>)

April 1910 rebuilt J-40

New York Central (Lake Shore & Michigan Southern) J-40 #4655 (1<sup>st</sup>)

December 1925 scrapped

BAX

3656 2-6-2

Brooks 00/1901 #3869

2-6-2

New York Central #3656

00/1905 to New York Central (Lake Shore & Michigan Southern) J-40b

#4656 (1<sup>st</sup>)

May 1910 rebuilt J-40

New York Central (Lake Shore & Michigan Southern) J-40 #4656 (1<sup>st</sup>)

September 1924 scrapped

BAX

3657 2-6-2

Brooks 00/1901 #3870

2-6-2

New York Central #3657

00/1905 to New York Central (Lake Shore & Michigan Southern) J-40b

#4657

August 1909 rebuilt J-4

New York Central (Lake Shore & Michigan Southern) J-40 #4657

September 1925 scrapped

boiler to #1138

BAX

3658 2-6-2

Brooks 00/1901 #3871

2-6-2

New York Central #3658

00/1905 to New York Central (Lake Shore & Michigan Southern) J-40B  
#4658 (1<sup>st</sup>)

October 1910 rebuilt J-40

New York Central (Lake Shore & Michigan Southern) J-40 #4658 (1<sup>st</sup>)

August 1925 scrapped

boiler to #1139

BAX

3690 2-6-2 J-40d

American Locomotive Company-Brooks Works 1903 #28872

2-6-2

Lake Shore & Michigan Southern #690

1905 to New York Central (Lake Shore & Michigan Southern) J-40d  
#3690 (1<sup>st</sup>)

1905 to New York Central #4690

BAX

3691 2-6-2 J-40d

American Locomotive Company-Brooks Works 1903 #28873

2-6-2

Lake Shore & Michigan Southern #691

1905 to New York Central (Lake Shore & Michigan Southern) J-40d  
#3691 (1<sup>st</sup>)

1905 to New York Central #4691

BAX

3692 2-6-2 J-40d

American Locomotive Company-Brooks Works 1903 #28874

2-6-2

Lake Shore & Michigan Southern #692

1905 to New York Central (Lake Shore & Michigan Southern) J-40d  
#3692 (1<sup>st</sup>)

1905 to New York Central #4692

BAX

3693 2-6-2 J-40d

American Locomotive Company-Brooks Works 1903 #28875

2-6-2

Lake Shore & Michigan Southern #693

1905 to New York Central (Lake Shore & Michigan Southern) J-40d  
#3693 (1<sup>st</sup>)

1905 to New York Central #4693

BAX

3694 (1<sup>st</sup>) 2-6-2 J-40d

American Locomotive Company-Brooks Works 1903 #28876

2-6-2

Lake Shore & Michigan Southern #694

1905 to New York Central (Lake Shore & Michigan Southern) J-40d  
#3694 (1<sup>st</sup>)

1905 to New York Central #4694

BAX

3707 2-6-2

American Locomotive Company-Brooks Works 1904 #29694

2-6-2

New York Central #3707

1905 to New York Central (Lake Shore & Michigan Southern) J-41  
#4707 (1<sup>st</sup>)

1905-1907 rebuilt

New York Central (Lake Shore & Michigan Southern) J-41d #4707 (1<sup>st</sup>)

August 1917 rebuilt

4-6-2

New York Central (Lake Shore & Michigan Southern) K-41a #4707 (1<sup>st</sup>)

February 1932 scrapped

BAX

3708 2-6-2

American Locomotive Company-Brooks Works 1904 #29695

2-6-2

New York Central #3708

1905 to New York Central (Lake Shore & Michigan Southern) J-41  
#4708 (1<sup>st</sup>)

1905-1907 rebuilt

New York Central (Lake Shore & Michigan Southern) J-41d #4708 (1<sup>st</sup>)

1907 to New York Central #1294

BAX

3709 2-6-2

American Locomotive Company-Brooks Works 1904 #29696

2-6-2

New York Central #3709

1905 to New York Central (Lake Shore & Michigan Southern) J-41  
#4709 (1<sup>st</sup>)

1905-1907 rebuilt

New York Central (Lake Shore & Michigan Southern) J-41d #4709 (1<sup>st</sup>)

1907 to New York Central #1295

BAX

3710 2-6-2

American Locomotive Company-Brooks Works 1904 #29980

2-6-2

New York Central #3710

1905 to New York Central (Lake Shore & Michigan Southern) J-41  
#4710 (1<sup>st</sup>)

1905-1907 rebuilt

New York Central (Lake Shore & Michigan Southern) J-41d #4710 (1<sup>st</sup>)

1907 to New York Central #1296

BAX

3711 2-6-2

American Locomotive Company-Brooks Works 1904 #29981

2-6-2

New York Central #3711

1905 to New York Central (Lake Shore & Michigan Southern) J-41  
#4711 (1<sup>st</sup>)

1905-1907 rebuilt

New York Central (Lake Shore & Michigan Southern) J-41d #4711 (1<sup>st</sup>)

1907 to New York Central #1297

BAX

3712 2-6-2

American Locomotive Company-Brooks Works 1904 #29982

2-6-2

New York Central #3712

1905 to New York Central (Lake Shore & Michigan Southern ) J-41  
#4712 (1<sup>st</sup>)

1905-1907 rebuilt

New York Central (Lake Shore & Michigan Southern) J-41d #4712 (1<sup>st</sup>)

1907 to New York Central #1298

BAX

3713 2-6-2

American Locomotive Company-Brooks Works 1904 #29983

2-6-2

New York Central #3713

1905 to New York Central (Lake Shore & Michigan Southern) J-41  
#4713 (1<sup>st</sup>)

1905-1907 rebuilt

New York Central (Lake Shore & Michigan Southern) J-41d #4713 (1<sup>st</sup>)

1907 to New York Central #1299

BAX

3713 2-8-2 H-5e

American Locomotive Company-Schenectady Works 1904 #29640

2-8-0

New York Central #2457

December 1912 rebuilt

2-8-2

New York Central (New York Central & Hudson River) H-5e #3713 (2<sup>nd</sup>)

December 1934 retired from service

BAX

3714 2-6-2

American Locomotive Company-Brooks Works 1904 #29984

2-6-2

New York Central #3714

1905 to New York Central (Lake Shore & Michigan Southern) J-41  
#4714 (1<sup>st</sup>)

1905-1907 rebuilt

New York Central (Lake Shore & Michigan Southern) J-41d #4714 (1<sup>st</sup>)

August 1917 rebuilt

4-6-2

New York Central K-41a #4714 (1<sup>st</sup>)

December 1932 scrapped

BAX

3792 4-4-2

American Locomotive Company-Schenectady Works 1906 #40196

4-4-2

New York Central #3792

1913 to New York Central (New York Central & Hudson River) I-10g  
#792 (4<sup>th</sup>)

July 1926 scrapped

BAX

3793 4-4-2

American Locomotive Company-Schenectady Works 1906 #40198

4-4-2

New York Central #3793

1913 to New York Central (New York Central & Hudson River) I-10g  
#793 (4<sup>th</sup>)

May 1933 scrapped

BAX

3860 2-8-2

American Locomotive Company January 1906 #38757 S324

2-8-0 Standard gauge 23x3-63 111T S324

New York Central G-5j #2776

November 1915 rebuilt American Locomotive Company

2-8-2 Standard gauge 25x32-63 137T

New York Central H-5p #3860

3876 (1<sup>st</sup>) 4-4-2 If/I-10f

American Locomotive Company-Schenectady Works 1905 #37838

4-4-2

New York Central (New York Central & Hudson River) If #3876 (1<sup>st</sup>)

November 1912 rebuilt

superheated

New York Central (New York Central & Hudson River) I-10f #3876 (1<sup>st</sup>)

1913 to #876

BAX

3877 (1<sup>st</sup>) 4-4-2 If

American Locomotive Company-Schenectady Works 1905 #37839

4-4-2

New York Central (New York Central & Hudson River) If #3877 (1<sup>st</sup>)

1913 to #877

BAX

3878 (1<sup>st</sup>) 4-4-2 If

American Locomotive Company-Schenectady Works 1905 #37840

4-4-2

New York Central (New York Central & Hudson River) If #3878 (1<sup>st</sup>)

1913 to #878

BAX

3879 (1<sup>st</sup>) 4-4-2 If

American Locomotive Company-Schenectady Works 1905 #37841

4-4-2

New York Central (New York Central & Hudson River) If #3879 (1<sup>st</sup>)

1913 to #879

BAX

3880 (1<sup>st</sup>) 4-4-2 If

American Locomotive Company-Schenectady Works 1905 #37842

4-4-2

New York Central (New York Central & Hudson River) If #3880 (1<sup>st</sup>)

1913 to #880

BAX

3881 (1<sup>st</sup>) 4-4-2 If

American Locomotive Company-Schenectady Works 1905 #37843

4-4-2

New York Central (New York Central & Hudson River) If #3881 (1<sup>st</sup>)

1913 to #881

BAX

3882 (1<sup>st</sup>) 4-4-2 If  
American Locomotive Company-Schenectady Works 1905 #37844  
4-4-2  
New York Central (New York Central & Hudson River) If #3882 (1<sup>st</sup>)  
1913 to #882  
BAX

3883 (1<sup>st</sup>) 4-4-2 If  
American Locomotive Company-Schenectady Works 1905 #37845  
4-4-2  
New York Central (New York Central & Hudson River) If #3883 (1<sup>st</sup>)  
1913 to #883  
BAX

3884 (1<sup>st</sup>) 4-4-2 If  
American Locomotive Company-Schenectady Works 1905 #37846  
4-4-2  
New York Central (New York Central & Hudson River) If #3884 (1<sup>st</sup>)  
1913 to #884  
BAX

3885 (1<sup>st</sup>) 4-4-2 If  
American Locomotive Company-Schenectady Works 1905 #37847  
4-4-2  
New York Central (New York Central & Hudson River) If #3885 (1<sup>st</sup>)  
1913 to #885  
BAX

3886 (1<sup>st</sup>) 4-4-2 If  
American Locomotive Company-Schenectady Works 1905 #37848  
4-4-2  
New York Central (New York Central & Hudson River) If #3886 (1<sup>st</sup>)  
1913 to #886  
BAX

3887 (1<sup>st</sup>) 4-4-2 If  
American Locomotive Company-Schenectady Works 1905 #37849  
4-4-2  
New York Central (New York Central & Hudson River) If #3887 (1<sup>st</sup>)  
1913 to #887  
BAX

3888 (1<sup>st</sup>) 4-4-2 If  
American Locomotive Company-Schenectady Works 1905 #37850  
4-4-2  
New York Central (New York Central & Hudson River) If #3888 (1<sup>st</sup>)  
1913 to #888  
BAX

3889 (1<sup>st</sup>) 4-4-2 If  
American Locomotive Company-Schenectady Works 1905 #37851  
4-4-2  
New York Central (New York Central & Hudson River) If #3889 (1<sup>st</sup>)  
1913 to #889  
BAX

3890 (1<sup>st</sup>) 4-4-2 If  
American Locomotive Company-Schenectady Works 1905 #37854  
4-4-2  
New York Central (New York Central & Hudson River) If #3890 (1<sup>st</sup>)  
1913 to #890  
BAX

3891 (1<sup>st</sup>) 4-4-2 If  
American Locomotive Company-Schenectady Works 1905 #37853  
4-4-2  
New York Central (New York Central & Hudson River) If #3891 (1<sup>st</sup>)  
1913 to #891  
BAX

3892 (1<sup>st</sup>) 4-4-2 If/I-10f  
American Locomotive Company-Schenectady Works 1905 #37854  
4-4-2  
New York Central (New York Central & Hudson River) If #3892 (1<sup>st</sup>)  
December 1912 rebuilt  
superheated  
New York Central (New York Central & Hudson River) I-10f #3892 (1<sup>st</sup>)  
1913 to #892  
BAX

3893 (1<sup>st</sup>) 4-4-2 If  
American Locomotive Company-Schenectady Works 1905 #37855  
4-4-2  
New York Central (New York Central & Hudson River) If #3893 (1<sup>st</sup>)  
1913 to #893  
BAX

3895 (1<sup>st</sup>) 4-4-2 If/I-10f

American Locomotive Company-Schenectady Works 1905 #37856  
4-4-2

New York Central (New York Central & Hudson River) If #3894 (1<sup>st</sup>)  
June 1912 rebuilt  
superheated

New York Central (New York Central & Hudson River) I-10f #3894 (1<sup>st</sup>)  
1913 to #894

BAX

3895 (1<sup>st</sup>) 4-4-2 If

American Locomotive Company-Schenectady Works 1905 #37857  
4-4-2

New York Central (New York Central & Hudson River) If #3895 (1<sup>st</sup>)  
1913 to #895

BAX

3896 (1<sup>st</sup>) 4-4-2 Ib/Id

American Locomotive Company-Schenectady Works 1904 #29580  
4-4-2

New York Central #2896

1905 to New York Central (New York Central & Hudson River) Ib  
#3896 (1<sup>st</sup>)

to New York Central (New York Central & Hudson River) Id #3896 (1<sup>st</sup>)  
1913 to New York Central #896

BAX

3897 (1<sup>st</sup>) 4-4-2 Ib/Id

American Locomotive Company-Schenectady Works 1904 #29581  
4-4-2

New York Central #2897

1905 to New York Central (New York Central & Hudson River) Ib  
#3897 (1<sup>st</sup>)

to New York Central (New York Central & Hudson River) Id #3897 (1<sup>st</sup>)  
1913 to New York Central #897

BAX

3898 (1<sup>st</sup>) 4-4-2 Ib/Id

American Locomotive Company-Schenectady Works 1904 #29582  
4-4-2

New York Central #2898

1905 to New York Central (New York Central & Hudson River) Ib  
#3898 (1<sup>st</sup>)

to New York Central (New York Central & Hudson River) Id #3898 (1<sup>st</sup>)  
1913 to New York Central #898

BAX

3899 (1<sup>st</sup>) 4-4-2 Ib/Id

American Locomotive Company-Schenectady Works 1904 #29583  
4-4-2

New York Central #2899

1905 to New York Central (New York Central & Hudson River) Ib  
#3899 (1<sup>st</sup>)

to New York Central (New York Central & Hudson River) Id #3899 (1<sup>st</sup>)  
1913 to New York Central #899

BAX

3900 (1<sup>st</sup>) 4-4-2 Ib/Id

American Locomotive Company-Schenectady Works 1904 #29584  
4-4-2

New York Central #2900

1905 to New York Central (New York Central & Hudson River) Ib  
#3900 (1<sup>st</sup>)

to New York Central (New York Central & Hudson River) Id #3900 (1<sup>st</sup>)  
1913 to New York Central #900

BAX

3901 (1<sup>st</sup>) 4-4-2 Ib/Id

American Locomotive Company-Schenectady Works 1904 #29585  
4-4-2

New York Central #2901

1905 to New York Central (New York Central & Hudson River) Ib  
#3901 (1<sup>st</sup>)

to New York Central (New York Central & Hudson River) Id #3901 (1<sup>st</sup>)  
1913 to New York Central #901

BAX



3902 (1<sup>st</sup>) 4-4-2 Ib/Id

American Locomotive Company-Schenectady Works 1904 #29586  
4-4-2

New York Central #2902

1905 to New York Central (New York Central & Hudson River) Ib  
#3902 (1<sup>st</sup>)

to New York Central (New York Central & Hudson River) Id #3902 (1<sup>st</sup>)  
1913 to New York Central #902

BAX

3903 (1<sup>st</sup>) 4-4-2 Ib/Id

American Locomotive Company-Schenectady Works 1904 #29587  
4-4-2

New York Central #2903

1905 to New York Central (New York Central & Hudson River) Ib  
#3903 (1<sup>st</sup>)

to New York Central (New York Central & Hudson River) Id #3903 (1<sup>st</sup>)  
1913 to New York Central #903

BAX

3904 (1<sup>st</sup>) 4-4-2 Ib/Id

American Locomotive Company-Schenectady Works 1904 #29588  
4-4-2

New York Central #2904

1905 to New York Central (New York Central & Hudson River) Ib  
#3904 (1<sup>st</sup>)

to New York Central (New York Central & Hudson River) Id #3904 (1<sup>st</sup>)  
1913 to New York Central #904

BAX

3905 (1<sup>st</sup>) 4-4-2 Ib/Id

American Locomotive Company-Schenectady Works 1904 #29589  
4-4-2

New York Central #2905

1905 to New York Central (New York Central & Hudson River) Ib  
#3905 (1<sup>st</sup>)

to New York Central (New York Central & Hudson River) Id #3905 (1<sup>st</sup>)  
1913 to New York Central #905

BAX

3906 (1<sup>st</sup>) 4-4-2 Ib/Id

American Locomotive Company-Schenectady Works 1904 #29590  
4-4-2

New York Central #2906

1905 to New York Central (New York Central & Hudson River) Ib  
#3906 (1<sup>st</sup>)

to New York Central (New York Central & Hudson River) Id #3906 (1<sup>st</sup>)  
1913 to New York Central #906

BAX

3907 (1<sup>st</sup>) 4-4-2 Ib/Id

American Locomotive Company-Schenectady Works 1904 #29591  
4-4-2

New York Central #2907

1905 to New York Central (New York Central & Hudson River) Ib  
#3907 (1<sup>st</sup>)

to New York Central (New York Central & Hudson River) Id #3907 (1<sup>st</sup>)  
1913 to New York Central #907

BAX

3908 (1<sup>st</sup>) 4-4-2 Ib/Id

American Locomotive Company-Schenectady Works 1904 #29592  
4-4-2

New York Central (New York Central & Hudson River) Ib #2908 (1<sup>st</sup>)

1905 to New York Central (New York Central & Hudson River) Ib  
#3908 (1<sup>st</sup>)

to New York Central (New York Central & Hudson River) Id #3908 (1<sup>st</sup>)  
1913 to New York Central #908

BAX

3909 (1<sup>st</sup>) 4-4-2 Ib/Id

American Locomotive Company-Schenectady Works 1904 #29593  
4-4-2

New York Central #2909

1905 to New York Central (New York Central & Hudson River) Ib  
#3909 (1<sup>st</sup>)

to New York Central (New York Central & Hudson River) Id #3909 (1<sup>st</sup>)  
1913 to New York Central #909

BAX

3910 (1<sup>st</sup>) 4-4-2 Ib/Id

American Locomotive Company-Schenectady Works 1904 #29594  
4-4-2

New York Central #2910

1905 to New York Central (New York Central & Hudson River) Ib  
#3910 (1<sup>st</sup>)

to New York Central (New York Central & Hudson River) Id #3910 (1<sup>st</sup>)

1913 to New York Central #910

BAX

3911 (1<sup>st</sup>) 4-4-2 Ib/Id

American Locomotive Company-Schenectady Works 1904 #29595  
4-4-2

New York Central #2911

1905 to New York Central (New York Central & Hudson River) Ib  
#3911 (1<sup>st</sup>)

to New York Central (New York Central & Hudson River) Id #3911 (1<sup>st</sup>)

1913 to New York Central #911

BAX

3912 (1<sup>st</sup>) 4-4-2 Ib/Id

American Locomotive Company-Schenectady Works 1904 #29596  
4-4-2

New York Central #2912

1905 to New York Central (New York Central & Hudson River) Ib  
#3912 (1<sup>st</sup>)

to New York Central (New York Central & Hudson River) Id #3912 (1<sup>st</sup>)

1913 to New York Central #912

BAX

3913 (1<sup>st</sup>) 4-4-2 Ib/Id

American Locomotive Company-Schenectady Works 1904 #29597  
4-4-2

New York Central #2913

1905 to New York Central (New York Central & Hudson River) Ib  
#3913 (1<sup>st</sup>)

to New York Central (New York Central & Hudson River) Id #3913 (1<sup>st</sup>)

1913 to New York Central #913

BAX

3914 (1<sup>st</sup>) 4-4-2 Ib/Id

American Locomotive Company-Schenectady Works 1904 #29598  
4-4-2

New York Central #2914

1905 to New York Central (New York Central & Hudson River) Ib  
#3914 (1<sup>st</sup>)

to New York Central (New York Central & Hudson River) Id #3914 (1<sup>st</sup>)

1913 to New York Central #914

BAX

3915 (1<sup>st</sup>) 4-4-2 Ic

American Locomotive Company-Schenectady Works 1904 #29599  
4-4-2

New York Central #2915

1905 to New York Central (New York Central & Hudson River) Ic  
#3915 (1<sup>st</sup>)

1913 to New York Central #915

BAX

3941 2-8-2

Lima 00/1916 #5232

2-8-2

New York Central #3941

00/1936 to New York Central (New York Central) H-5t #1441 (1<sup>st</sup>)

December 1941 to Boston & Albany #1229

BAX

3942 2-8-2

Lima 00/1916 #5233

2-8-2

New York Central #3942

00/1936 to New York Central (New York Central) H-5t #1442 (1<sup>st</sup>)

November 1954 retired from service

BAX

3943 2-8-2

Lima 00/1916 #5234

2-8-2

New York Central #3943

00/1936 to New York Central (New York Central) H-5t #1443 (1<sup>st</sup>)

October 1952 retired from service

December 1952 scrapped

BAX

3944 2-8-2

Lima 00/1916 #5235

2-8-2

New York Central #3944

00/1936 to New York Central (New York Central) H-5t #1444 (1<sup>st</sup>)

October 1955 retired from service

November 1955 scrapped

BAX

3945 2-8-2

Lima 00/1916 #5236

2-8-2

New York Central #3945

00/1936 to New York Central (New York Central) H-5t #1445 (1<sup>st</sup>)

December 1955 retired from service

December 1955 scrapped

BAX

3954 (1<sup>st</sup>) 4-4-2 I

American Locomotive Company-Schenectady Works 1902 #25022

4-4-2 21x26-79" 176,000

New York Central (New York Central & Hudson River) I #2954

1905 to New York Central (New York Central & Hudson River) I

#3954 (1<sup>st</sup>)

1913 to New York Central #954

BAX, R97

3955 (1<sup>st</sup>) 4-4-2 I

American Locomotive Company-Schenectady Works 1902 #25023

4-4-2 21x26-79" 176,000

New York Central (New York Central & Hudson River) I4 #2955 (1<sup>st</sup>)

to New York Central (New York Central & Hudson River) I #2955 (1<sup>st</sup>)

1905 to New York Central (New York Central & Hudson River) I

#3955 (1<sup>st</sup>)

1913 to New York Central #955

BAX, R97

3956 (1<sup>st</sup>) 4-4-2 I

American Locomotive Company-Schenectady Works 1902 #25024

4-4-2 21x26-79" 176,000

New York Central (New York Central & Hudson River) I4 #2956 (1<sup>st</sup>)

to New York Central (New York Central & Hudson River) I #2956 (1<sup>st</sup>)

1905 to New York Central (New York Central & Hudson River) I

#3956 (1<sup>st</sup>)

1913 to New York Central #956

BAX, R97

3957 (1<sup>st</sup>) 4-4-2 I

American Locomotive Company-Schenectady Works 1902 #25025

4-4-2 21x26-79" 176,000

New York Central (New York Central & Hudson River) I4 #2957 (1<sup>st</sup>)

to New York Central (New York Central & Hudson River) I #2957 (1<sup>st</sup>)

1905 to New York Central (New York Central & Hudson River) I

#3957 (1<sup>st</sup>)

1913 to New York Central #957

BAX, R97

3958 (1<sup>st</sup>) 4-4-2 I

American Locomotive Company-Schenectady Works 1902 #25026

4-4-2 21x26-79" 176,000

New York Central (New York Central & Hudson River) I4 #2958 (1<sup>st</sup>)

to New York Central (New York Central & Hudson River) I #2958 (1<sup>st</sup>)

1905 to New York Central (New York Central & Hudson River) I

#3958 (1<sup>st</sup>)

1913 to New York Central #958

BAX, R97

3959 (1<sup>st</sup>) 4-4-2 I

American Locomotive Company-Schenectady Works 1902 #25027

4-4-2 21x26-79" 176,000

New York Central (New York Central & Hudson River) I #2959

1905 to New York Central (New York Central & Hudson River) I

#3959 (1<sup>st</sup>)

1913 to New York Central #959

BAX, R97

3960 (1<sup>st</sup>) 4-4-2 I

American Locomotive Company-Schenectady Works 1902 #25028  
4-4-2 21x26-79" 176,000

New York Central (New York Central & Hudson River) I #2960  
1905 to New York Central (New York Central & Hudson River) I  
#3960 (1<sup>st</sup>)

1913 to New York Central #960

BAX, R97

3961 (1<sup>st</sup>) 4-4-2 I

American Locomotive Company-Schenectady Works 1902 #25029  
4-4-2 21x26-79" 176,000

New York Central (New York Central & Hudson River) I #2961  
1905 to New York Central (New York Central & Hudson River) I  
#3961 (1<sup>st</sup>)

1913 to New York Central #961

BAX, R97

3962 (1<sup>st</sup>) 4-4-2 I

American Locomotive Company-Schenectady Works 1902 #25030  
4-4-2 21x26-79" 176,000

New York Central (New York Central & Hudson River) I #2962  
1905 to New York Central (New York Central & Hudson River) I  
#3962 (1<sup>st</sup>)

1913 to New York Central #962

BAX, R97

3963 (1<sup>st</sup>) 4-4-2 I

American Locomotive Company-Schenectady Works 1902 #25031  
4-4-2 21x26-79" 176,000

New York Central (New York Central & Hudson River) I #2963  
1905 to New York Central (New York Central & Hudson River) I  
#3963 (1<sup>st</sup>)

1913 to New York Central #963

BAX, R97

3964 (1<sup>st</sup>) 4-4-2 I

American Locomotive Company-Schenectady Works 1902 #25032  
4-4-2 21x26-79" 176,000

New York Central (New York Central & Hudson River) I #2964  
1905 to New York Central (New York Central & Hudson River) I  
#3964 (1<sup>st</sup>)

1913 to New York Central #964

BAX, R97

3965 (1<sup>st</sup>) 4-4-2 I

American Locomotive Company-Schenectady Works 1902 #25033  
4-4-2 21x26-79" 176,000

New York Central (New York Central & Hudson River) I #2965  
1905 to New York Central (New York Central & Hudson River) I  
#3965 (1<sup>st</sup>)

1913 to New York Central #965

BAX, R97

3966 (1<sup>st</sup>) 4-4-2 I

American Locomotive Company-Schenectady Works 1902 #25034  
4-4-2 21x26-79" 176,000

New York Central (New York Central & Hudson River) I #2966  
1905 to New York Central (New York Central & Hudson River) I  
#3966 (1<sup>st</sup>)

1913 to New York Central #966

BAX, R97

3967 (1<sup>st</sup>) 4-4-2 I

American Locomotive Company-Schenectady Works 1902 #25035  
4-4-2 21x26-79" 176,000

New York Central (New York Central & Hudson River) I #2967  
1905 to New York Central (New York Central & Hudson River) I  
#3967 (1<sup>st</sup>)

1913 to New York Central #967

BAX, R97

3968 (1<sup>st</sup>) 4-4-2 I

American Locomotive Company-Schenectady Works 1902 #25036  
4-4-2 21x26-79" 176,000

New York Central (New York Central & Hudson River) I #2968  
1905 to New York Central (New York Central & Hudson River) I  
#3968 (1<sup>st</sup>)

1913 to New York Central #968

BAX, R97

3979 4-4-2

Schenectady 1901 #5728

4-4-2

New York Central (New York Central & Hudson River) I4 #2979 (1<sup>st</sup>)  
to New York Central (New York Central & Hudson River) I #2979 (1<sup>st</sup>)  
1905 to New York Central #3979

BAX

3980 4-4-2

Schenectady 1901 #5729

4-4-2

New York Central (New York Central & Hudson River) I4 #2980 (1<sup>st</sup>)  
to New York Central (New York Central & Hudson River) I #2980 (1<sup>st</sup>)  
1905 to New York Central #3980

BAX

3981 4-4-2

Schenectady 1901 #5730

4-4-2

New York Central (New York Central & Hudson River) I4 #2981 (1<sup>st</sup>)  
to New York Central (New York Central & Hudson River) I #2981 (1<sup>st</sup>)  
1905 to New York Central #3981

BAX

3982 4-4-2

Schenectady 1901 #5731

4-4-2

New York Central (New York Central & Hudson River) I4 #2982 (1<sup>st</sup>)  
to New York Central (New York Central & Hudson River) I #2982 (1<sup>st</sup>)  
1905 to New York Central #3982

BAX

3983 4-4-2

Schenectady 1901 #5732

4-4-2

New York Central (New York Central & Hudson River) I4 #2983 (1<sup>st</sup>)  
to New York Central (New York Central & Hudson River) I #2983 (1<sup>st</sup>)  
1905 to New York Central #3983

BAX

3984 4-4-2

Schenectady 1901 #5733

4-4-2

New York Central (New York Central & Hudson River) I4 #2984 (1<sup>st</sup>)  
to New York Central (New York Central & Hudson River) I #2984 (1<sup>st</sup>)  
1905 to New York Central #3984

BAX

3985 4-4-2

Schenectady 1901 #5734

4-4-2

New York Central (New York Central & Hudson River) I4 #2985 (1<sup>st</sup>)  
to New York Central (New York Central & Hudson River) I #2985 (1<sup>st</sup>)  
1905 to New York Central #3985

BAX

4020 2-8-2

American Locomotive Company-Brooks Works 1913 #54213

2-8-2 27x30-63" 322,000

New York Central (Lake Shore & Michigan Southern) #4020  
R97

4021 2-8-2

American Locomotive Company-Brooks Works 1913 #54214

2-8-2 27x30-63" 322,000

New York Central (Lake Shore & Michigan Southern) #4021  
R97

4022 2-8-2

American Locomotive Company-Brooks Works 1913 #54215

2-8-2 27x30-63" 322,000

New York Central (Lake Shore & Michigan Southern) #4022  
R97

4023 2-8-2

American Locomotive Company-Brooks Works 1913 #54216  
2-8-2 27x30-63" 322,000  
New York Central (Lake Shore & Michigan Southern) #4023  
R97

4024 2-8-2

American Locomotive Company-Brooks Works 1913 #54217  
2-8-2 27x30-63" 322,000  
New York Central (Lake Shore & Michigan Southern) #4024  
R97

4025 2-8-2

American Locomotive Company-Brooks Works 1913 #54218  
2-8-2 27x30-63" 322,000  
New York Central (Lake Shore & Michigan Southern) #4025  
R97

4026 2-8-2

American Locomotive Company-Brooks Works 1913 #54219  
2-8-2 27x30-63" 322,000  
New York Central (Lake Shore & Michigan Southern) #4026  
R97

4027 2-8-2

American Locomotive Company-Brooks Works 1913 #54220  
2-8-2 27x30-63" 322,000  
New York Central (Lake Shore & Michigan Southern) #4027  
R97

4028 2-8-2

American Locomotive Company-Brooks Works 1913 #54221  
2-8-2 27x30-63" 322,000  
New York Central (Lake Shore & Michigan Southern) #4028  
R97

4029 2-8-2

American Locomotive Company-Brooks Works 1913 #54222  
2-8-2 27x30-63" 322,000  
New York Central (Lake Shore & Michigan Southern) #4029  
R97

4030 2-8-2

American Locomotive Company-Brooks Works 1913 #54223  
2-8-2 27x30-63" 322,000  
New York Central (Lake Shore & Michigan Southern) #4030  
R97

4031 2-8-2

American Locomotive Company-Brooks Works 1913 #54224  
2-8-2 27x30-63" 322,000  
New York Central (Lake Shore & Michigan Southern) #4031  
R97

4032 2-8-2

American Locomotive Company-Brooks Works 1913 #54225  
2-8-2 27x30-63" 322,000  
New York Central (Lake Shore & Michigan Southern) #4032  
R97

4033 2-8-2

American Locomotive Company-Brooks Works 1913 #54226  
2-8-2 27x30-63" 322,000  
New York Central (Lake Shore & Michigan Southern) #4033  
R97

4034 2-8-2

American Locomotive Company-Brooks Works 1913 #54227  
2-8-2 27x30-63" 322,000  
New York Central (Lake Shore & Michigan Southern) #4034  
R97

4100 (1<sup>st</sup>) 4-4-0 C-50

Schenectady 1889 #2807  
4-4-0

Lake Shore & Michigan Southern #16

1905 to New York Central (Lake Shore & Michigan Southern) C-50  
#4100 (1<sup>st</sup>)

1915 to New York Central #4170

BAX

4101 (1<sup>st</sup>) 4-4-0 C-50  
Schenectady 1889 #2808  
4-4-0  
Lake Shore & Michigan Southern #34  
1905 to New York Central (Lake Shore & Michigan Southern) C-50  
#4101 (1<sup>st</sup>)  
1915 to New York Central #4171  
BAX

4102 (1<sup>st</sup>) 4-4-0 C-50  
Schenectady 1889 #2809  
4-4-0  
Lake Shore & Michigan Southern #206  
1905 to New York Central (New York Central & Hudson River) C-50  
#4102 (1<sup>st</sup>)  
1915 to New York Central #4172  
BAX

4105 (1<sup>st</sup>) 4-4-0 C-52/C-52b  
Schenectady 1886 #2068  
4-4-0  
Lake Shore & Michigan Southern #195  
1905 to New York Central (Lake Shore & Michigan Southern) C-52  
#4105 (1<sup>st</sup>)  
June 1907 rebuilt  
New York Central (Lake Shore & Michigan Southern) C-52b #4105 (1<sup>st</sup>)  
1915 to New York Central #4175  
BAX

4136 4-4-0 C-57b  
Schenectady October 1881 #1442  
4-4-0 Standard gauge 17x24-60" 46T  
Lake Shore & Michigan Southern R #175  
to New York Central (Lake Shore & Michigan Southern) C-57b #4136  
ATX

4170 4-4-0  
Schenectady 1889 #2807  
4-4-0  
Lake Shore & Michigan Southern #16  
1905 to New York Central (Lake Shore & Michigan Southern) C-50  
#4100 (1<sup>st</sup>)  
1915 to New York Central #4170  
BAX

4171 4-4-0  
Schenectady 1889 #2808  
4-4-0  
Lake Shore & Michigan Southern #34  
1905 to New York Central (Lake Shore & Michigan Southern) C-50  
#4101 (1<sup>st</sup>)  
1915 to New York Central #4171  
BAX

4172 4-4-0  
Schenectady 1889 #2809  
4-4-0  
Lake Shore & Michigan Southern #206  
1905 to New York Central (Lake Shore & Michigan Southern) C-50  
#4102 (1<sup>st</sup>)  
to New York Central #4172  
BAX

4175 4-4-0  
Schenectady 1886 #2068  
4-4-0  
Lake Shore & Michigan Southern #195  
1905 to New York Central (Lake Shore & Michigan Southern) C-52  
#4105 (1<sup>st</sup>)  
June 1907 rebuilt  
New York Central (Lake Shore & Michigan Southern) C-52b #4105 (1<sup>st</sup>)  
1915 to New York Central #4175  
BAX

4270 (1<sup>st</sup>) 0-6-0 B-43  
Schenectady 1889 #2810  
0-6-0  
Lake Erie & Western #151  
1905 to New York Central (New York Central & Hudson River) B-43  
#4270 (1<sup>st</sup>)  
June 1922 scrapped  
BAX

4271 (1<sup>st</sup>) 0-6-0 B-43  
Schenectady 1889 #2814  
0-6-0  
Lake Erie & Western #178  
1905 to New York Central (New York Central & Hudson River) B-43  
#4271 (1<sup>st</sup>)  
July 1920 scrapped  
BAX

4272 (1<sup>st</sup>) 0-6-0 B-43  
Schenectady 1889 #2813  
0-6-0  
Lake Erie & Western #191  
1905 to New York Central (New York Central & Hudson River) B-43  
#4272 (1<sup>st</sup>)  
May 1916 retired from service  
BAX

4273 (1<sup>st</sup>) 0-6-0 B-43  
Schenectady 1889 #2812  
0-6-0  
Lake Erie & Western #196  
1905 to New York Central (New York Central & Hudson River) B-43  
#4273 (1<sup>st</sup>)  
December 1916 retired from service  
BAX

4274 (1<sup>st</sup>) 0-6-0 B-43  
Schenectady 1889 #2811  
0-6-0  
Lake Erie & Western #241  
1905 to New York Central (New York Central & Hudson River) B-43  
#4274 (1<sup>st</sup>)  
December 1917 retired from service  
BAX

4280 0-8-0  
American Locomotive Company-Schenectady Works 1913 #54135  
0-8-0 25x30-58" 240,000  
New York Central (Lake Shore & Michigan Southern) #4280  
R97

4281 0-8-0  
American Locomotive Company-Schenectady Works 1913 #54136  
0-8-0 25x30-58" 240,000  
New York Central (Lake Shore & Michigan Southern) #4281  
R97

4282 0-8-0  
American Locomotive Company-Schenectady Works 1913 #54137  
0-8-0 25x30-58" 240,000  
New York Central (Lake Shore & Michigan Southern) #4282  
R97

4283 0-8-0  
American Locomotive Company-Schenectady Works 1913 #54138  
0-8-0 25x30-58" 240,000  
New York Central (Lake Shore & Michigan Southern) #4283  
R97

4284 0-8-0  
American Locomotive Company-Schenectady Works 1913 #54139  
0-8-0 25x30-58" 240,000  
New York Central (Lake Shore & Michigan Southern) #4284  
R97

4285 0-8-0  
American Locomotive Company-Schenectady Works 1913 #54140  
0-8-0 25x30-58" 240,000  
New York Central (Lake Shore & Michigan Southern) #4285  
R97



4286 0-8-0

American Locomotive Company-Schenectady Works 1913 #54141  
0-8-0 25x30-58" 240,000  
New York Central (Lake Shore & Michigan Southern) #4286  
R97

4287 (2<sup>nd</sup>) 0-8-0 U-1b

American Locomotive Company-Schenectady Works 1913 #54142  
0-8-0 25x30-58" 240,000  
New York Central (Lake Shore & Michigan Southern) U-1b #4287 (2<sup>nd</sup>)  
1936 to #7287  
BAX, R97

4288 (2<sup>nd</sup>) 0-8-0 U-1b

American Locomotive Company-Schenectady Works 1913 #54143  
0-8-0 25x30-58" 240,000  
New York Central (Lake Shore & Michigan Southern) U-1b #4288 (2<sup>nd</sup>)  
1936 to #7288  
BAX, R97

4289 (2<sup>nd</sup>) 0-8-0 U-1b

American Locomotive Company-Schenectady Works 1913 #54144  
0-8-0 25x30-58" 240,000  
New York Central (Lake Shore & Michigan Southern) U-1b #4289 (2<sup>nd</sup>)  
1936 to #7289  
BAX, R97

4290 (3<sup>rd</sup>) 0-8-0 U-1a

American Locomotive Company-Schenectady Works 1913 #54145  
0-8-0 25x30-58" 240,000  
New York Central (Lake Shore & Michigan Southern) U-1a #4290 (3<sup>rd</sup>)  
1936 to #7290  
BAX, R97

4291 (3<sup>rd</sup>) 0-8-0 U-1a

American Locomotive Company-Schenectady Works 1913 #54146  
0-8-0 25x30-58" 240,000  
New York Central (Lake Shore & Michigan Southern) U-1a #4291 (3<sup>rd</sup>)  
1936 to #7291  
BAX, R97

4292 (2<sup>nd</sup>) 0-8-0 U-1a

American Locomotive Company-Schenectady Works 1913 #54147  
0-8-0 25x30-58" 240,000  
New York Central (Lake Shore & Michigan Southern) U-1a #4292 (2<sup>nd</sup>)  
1936 to #7292  
BAX, R97

4293 (2<sup>nd</sup>) 0-8-0 U-1a

American Locomotive Company-Schenectady Works 1913 #54148  
0-8-0 25x30-58" 240,000  
New York Central (Lake Shore & Michigan Southern) U-1a #4293 (2<sup>nd</sup>)  
1936 to #7293  
BAX, R97

4294 (1<sup>st</sup>) 0-8-0 U-1a

American Locomotive Company-Schenectady Works 1913 #54149  
0-8-0 25x30-58" 240,000  
New York Central (Lake Shore & Michigan Southern) U-1a #4294 (1<sup>st</sup>)  
1936 to #7294  
BAX, R97

4295 (2<sup>nd</sup>) 0-8-0 U-1a

American Locomotive Company-Schenectady Works 1913 #54150  
0-8-0 25x30-58" 240,000  
New York Central (Lake Shore & Michigan Southern) U-1a #4295 (2<sup>nd</sup>)  
1936 to #7295  
BAX, R97

4296 (2<sup>nd</sup>) 0-8-0 U-1a

American Locomotive Company-Schenectady Works 1913 #54151  
0-8-0 25x30-58" 240,000  
New York Central (Lake Shore & Michigan Southern) U-1a #4296 (2<sup>nd</sup>)  
1936 to #7296  
BAX, R97

4297 (2<sup>nd</sup>) 0-8-0 U-1a

American Locomotive Company-Schenectady Works 1913 #54152  
0-8-0 25x30-58" 240,000  
New York Central (Lake Shore & Michigan Southern) U-1a #4297 (2<sup>nd</sup>)  
1936 to #7297  
BAX, R97

4298 (2<sup>nd</sup>) 0-8-0 U-1a  
American Locomotive Company-Schenectady Works 1913 #54153  
0-8-0 25x30-58" 240,000  
New York Central (Lake Shore & Michigan Southern) U-1a #4298 (2<sup>nd</sup>)  
1936 to #7298  
BAX, R97

4299 (2<sup>nd</sup>) 0-8-0 U-1a  
American Locomotive Company-Schenectady Works 1913 #54154  
0-8-0 25x30-58" 240,000  
New York Central (Lake Shore & Michigan Southern) U-1a #4299 (2<sup>nd</sup>)  
1936 to #7299  
BAX, R97

4375 (2<sup>nd</sup>) 4-6-2 K-14g  
American Locomotive Company-Schenectady Works 1913 #54168  
4-6-2  
Boston & Albany #575  
1951 to New York Central (New York Central) K-14g #4375 (2<sup>nd</sup>)  
August 1952 sold as scrap  
BAX

4376 (2<sup>nd</sup>) 4-6-2 K-14g  
American Locomotive Company-Schenectady Works 1913 #54172  
4-6-2  
Boston & Albany #576  
1951 to New York Central (New York Central) K-14g #4376 (2<sup>nd</sup>)  
November 1952 sold as scrap  
BAX

4377 (2<sup>nd</sup>) 4-6-2 K-14g  
American Locomotive Company-Schenectady Works 1913 #54173  
4-6-2  
Boston & Albany #577  
1951 to New York Central (New York Central) K-14g #4377 (2<sup>nd</sup>)  
February 1953 sold as scrap  
BAX

4378 (2<sup>nd</sup>) 4-6-2 K-14g  
American Locomotive Company-Schenectady Works 1913 #54179  
4-6-2  
Boston & Albany #578  
1951 to New York Central (New York Central) K-14g #4378 (2<sup>nd</sup>)  
October 1952 sold as scrap  
BAX

4379 (2<sup>nd</sup>) 4-6-2 K-14g  
American Locomotive Company-Schenectady Works 1913 #54187  
4-6-2  
Boston & Albany #579  
1951 to New York Central (New York Central) K-14g #4379 (2<sup>nd</sup>)  
October 1952 sold as scrap  
BAX

4380 (2<sup>nd</sup>) 4-6-2 K-14f  
American Locomotive Company-Schenectady Works 1913 #54189  
4-6-2  
Boston & Albany #580  
1951 to New York Central (New York Central) K-14f #4380 (2<sup>nd</sup>)  
February 1953 sold as scrap  
BAX

4381 (2<sup>nd</sup>) 4-6-2 K-14g  
American Locomotive Company-Schenectady Works 1913 #54178  
4-6-2  
Boston & Albany #581  
1951 to New York Central (New York Central) K-14g #4381 (2<sup>nd</sup>)  
February 1953 sold as scrap  
BAX

4382 (2<sup>nd</sup>) 4-6-2 K-14g  
American Locomotive Company-Schenectady Works 1913 #54174  
4-6-2  
Boston & Albany #582  
1951 to New York Central (New York Central) K-14g #4382 (2<sup>nd</sup>)  
October 1952 sold as scrap  
BAX

4383 (2<sup>nd</sup>) 4-6-2 K-14g  
American Locomotive Company-Schenectady Works 1913 #54169  
4-6-2  
Boston & Albany #583  
1951 to New York Central (New York Central) K-14g #4383 (2<sup>nd</sup>)  
October 1952 sold as scrap  
BAX

4384 (2<sup>nd</sup>) 4-6-2 K-14g  
American Locomotive Company-Schenectady Works 1913 #54170  
4-6-2  
Boston & Albany #584  
1951 to New York Central (New York Central) K-14g #4384 (2<sup>nd</sup>)  
October 1952 sold as scrap  
BAX

4385 (2<sup>nd</sup>) 4-6-2 K-14g  
American Locomotive Company-Schenectady Works 1913 #54176  
4-6-2  
Boston & Albany #585  
1951 to New York Central (New York Central) K-14g #4385 (2<sup>nd</sup>)  
October 1952 sold as scrap  
BAX

4386 (2<sup>nd</sup>) 4-6-2 K-14g  
American Locomotive Company-Schenectady Works 1913 #54181  
4-6-2  
Boston & Albany #586  
1951 to New York Central (New York Central) K-14g #4386 (2<sup>nd</sup>)  
October 1952 sold as scrap  
BAX

4387 (2<sup>nd</sup>) 4-6-2 K-14g  
American Locomotive Company-Schenectady Works 1913 #54182  
4-6-2  
Boston & Albany #587  
1951 to New York Central (New York Central) K-14g #4387 (2<sup>nd</sup>)  
October 1952 sold as scrap  
BAX

4388 (2<sup>nd</sup>) 4-6-2 K-14g  
American Locomotive Company-Schenectady Works 1913 #54185  
4-6-2  
Boston & Albany #588  
1951 to New York Central (New York Central) K-14g #4388 (2<sup>nd</sup>)  
July 1953 sold as scrap  
BAX

4396 4-6-2 K-14f  
American Locomotive Company  
4-6-2  
New York Central K-14f #4396

4397 4-6-2 K-14f  
American Locomotive Company  
4-6-2  
New York Central K-14f #4397

4398 4-6-2 K-14f  
American Locomotive Company  
4-6-2  
New York Central K-14f #4398

4399 4-6-2 K-14f  
American Locomotive Company  
4-6-2  
New York Central K-14f #4399

4401 4-6-2 K-10a  
American Locomotive Company 1910  
4-6-2  
New York Central K-10a #4401

4405 4-6-2 K-10a  
American Locomotive Company 1911  
4-6-2  
New York Central K-10a #4405

4412 4-6-2 K-10a  
American Locomotive Company 1911  
4-6-2  
New York Central K-10a #4412

4413 4-6-2 K-10a  
American Locomotive Company 1911  
4-6-2  
New York Central K-10a #4413

4414 4-6-2 K-10a American Locomotive Company 1911 4-6-2 New York Central K-10a #4414	4449 0-6-0 American Locomotive Company-Brooks Works August 1905 #37737 0-6-0 New York Central (Lake Shore & Michigan Southern) #4449 July 1924 to Green Bay & Western #91 1937 to Green Bay & Western #144 August 1941 retired from service
4422 4-6-2 K-10a American Locomotive Company 1911 4-6-2 New York Central K-10a #4422	4450 0-6-0 American Locomotive Company-Brooks Works 1905 #37738 0-6-0 New York Central #4450 1925 to Kewaunee, Green Bay & Western #41 November 1935 to Kewaunee, Green Bay & Western #141 November 1941 scrapped
4427 4-6-2 K-10a American Locomotive Company 1910 4-6-2 New York Central K-10a #4427	4450 4-6-2 K-11c Baldwin 1911 4-6-2 New York Central K-11c #4450
4431 4-6-2 K-10a American Locomotive Company 1911 4-6-2 New York Central K-10a #4431	4453 4-6-2 K-11c Baldwin 1911 4-6-2 New York Central K-11c #4453
4438 0-6-0 American Locomotive Company-Brooks Works August 1905 #37726 0-6-0 New York Central (Lake Shore & Michigan Southern) #4438 December 1923 to Green Bay & Western M-1 #90 1937 to Green Bay & Western #143 November 1947 retired from service	4457 4-6-2 K-11c Baldwin 1911 4-6-2 New York Central K-11c #4457
4439 4-6-2 K-10a American Locomotive Company 1911 4-6-2 New York Central K-10a #4439	4459 4-6-2 K-11c Baldwin 1911 4-6-2 New York Central K-11c #4459
4441 4-6-2 K-10a American Locomotive Company 1911 4-6-2 New York Central K-10a #4441	4460 4-6-2 K-11c Baldwin 1911 4-6-2 New York Central K-11c #4460
4444 4-6-2 K-10a American Locomotive Company 1911 4-6-2 New York Central K-10a #4444	4461 4-6-2 K-11c Baldwin 1911 4-6-2 New York Central K-11c #4461
4447 4-6-2 K-10a American Locomotive Company 1911 4-6-2 New York Central K-10a #4447	

4467 4-6-2 K-11c  
Baldwin 1911  
4-6-2  
New York Central K-11c #4467  
4468 4-6-2 K-11c  
Baldwin 1911  
4-6-2  
New York Central K-11c #4468  
4469 4-6-2 K-11c  
Baldwin 1911  
4-6-2  
New York Central K-11c #4469  
4473 4-6-2 K-11c  
Baldwin 1911  
4-6-2  
New York Central K-11c #4473  
4474 4-6-2 K-11c  
Baldwin 1911  
4-6-2  
New York Central K-11c #4474  
4475 4-6-2 K-11c  
Baldwin 1911  
4-6-2  
New York Central K-11c #4475  
4476 4-6-2 K-11c  
Baldwin 1911  
4-6-2  
New York Central K-11c #4476  
4477 4-6-2 K-11c  
Baldwin 1912  
4-6-2  
New York Central K-11c #4477  
4478 4-6-2 K-11c  
Baldwin 1912  
4-6-2  
New York Central K-11c #4478

4479 4-6-2 K-11c  
Baldwin 1912  
4-6-2  
New York Central K-11c #4479  
4483 4-6-2 K-11b  
American Locomotive Company 1911  
4-6-2  
New York Central K-11b #4483  
4486 4-6-2 K-11b  
American Locomotive Company 1911  
4-6-2  
New York Central K-11b #4486  
4490 4-6-2 K-11a  
American Locomotive Company 1911  
4-6-2  
New York Central K-11a #4490  
4491 4-6-2 K-11a  
American Locomotive Company 1911  
4-6-2  
New York Central K-11a #4491  
4492 4-6-2 K-10a  
American Locomotive Company 1910  
4-6-2  
New York Central K-10a #4492  
4498 4-6-2 K-11a  
American Locomotive Company 1911  
4-6-2  
New York Central K-11a #4498  
4500 4-6-2 K-11b  
American Locomotive Company 1912  
4-6-2  
New York Central K-11b #4500  
4501 4-6-2 K-11b  
American Locomotive Company 1912  
4-6-2  
New York Central K-11b #4501

4502 4-6-2 K-11b  
American Locomotive Company 1912  
4-6-2  
New York Central K-11b #4502  
4503 4-6-2 K-11b  
American Locomotive Company 1912  
4-6-2  
New York Central K-11b #4503  
4504 4-6-2 K-11b  
American Locomotive Company 1912  
4-6-2  
New York Central K-11b #4504  
4505 4-6-2 K-11b  
American Locomotive Company 1912  
4-6-2  
New York Central K-11b #4505  
4506 4-6-2 K-11b  
American Locomotive Company 1912  
4-6-2  
New York Central K-11b #4506  
4507 4-6-2 K-11b  
American Locomotive Company 1912  
4-6-2  
New York Central K-11b #4507  
4509 4-6-2 K-11b  
American Locomotive Company 1912  
4-6-2  
New York Central K-11b #4509  
4510 4-6-2 K-11b  
American Locomotive Company 1912  
4-6-2  
New York Central K-11b #4510  
4511 (1<sup>st</sup>) 0-6-0 B-56e  
American Locomotive Company-Cooke Works 1906 #41374  
0-6-0  
New York Central (Lake Shore & Michigan Southern) B-56e #4511 (1<sup>st</sup>)  
November 1924 sold to General Equipment  
BAX

4511 (2<sup>nd</sup>) 4-6-2 K-11b  
American Locomotive Company-Schenectady Works 1912 #50693  
4-6-2  
New York Central #3111  
1936 to New York Central (New York Central) K-11b #4511 (2<sup>nd</sup>)  
September 1950 retired from service  
BAX  
4512 (1<sup>st</sup>) 0-6-0 B-56e  
American Locomotive Company-Cooke Works 1907 #41375  
0-6-0  
New York Central (Lake Shore & Michigan Southern) B-56e #4512 (1<sup>st</sup>)  
November 1923 sold to General Equipment  
BAX  
4512 (2<sup>nd</sup>) 4-6-2 K-11b  
American Locomotive Company-Schenectady Works 1912 #50694  
4-6-2  
New York Central #3112  
1936 to New York Central (New York Central) K-11b #4512 (2<sup>nd</sup>)  
March 1949 retired from service  
BAX  
4513 (1<sup>st</sup>) 0-6-0 B-56e  
American Locomotive Company-Cooke Works 1907 #41376  
0-6-0  
New York Central (Lake Shore & Michigan Southern) B-56e #4513 (1<sup>st</sup>)  
November 1923 sold to General Equipment  
BAX  
4513 (2<sup>nd</sup>) 4-6-2 K-11b  
American Locomotive Company-Schenectady Works 1912 #50695  
4-6-2  
New York Central #3113  
1936 to New York Central (New York Central) K-11b #4513 (2<sup>nd</sup>)  
October 1950 retired from service  
BAX  
4514 (1<sup>st</sup>) 0-6-0 B-56e  
American Locomotive Company-Cooke Works 1907 #41377  
0-6-0  
New York Central (Lake Shore & Michigan Southern) B-56e #4514 (1<sup>st</sup>)  
November 1924 sold to General Equipment  
BAX

4514 (2<sup>nd</sup>) 4-6-2 K-11b  
American Locomotive Company-Schenectady Works 1912 #50696  
4-6-2  
New York Central #3114  
1936 to New York Central (New York Central) K-11b #4514 (2<sup>nd</sup>)  
January 1950 retired from service  
BAX

4515 (1<sup>st</sup>) 0-6-0 B-56e  
American Locomotive Company-Cooke Works 1907 #41378  
0-6-0  
New York Central (Lake Shore & Michigan Southern) B-56e #4515 (1<sup>st</sup>)  
November 1923 sold to General Equipment  
BAX

4515 (2<sup>nd</sup>) 4-6-2 K-11b  
American Locomotive Company-Schenectady Works 1912 #50697  
4-6-2  
New York Central #3115  
1936 to New York Central (New York Central) K-11b #4515 (2<sup>nd</sup>)  
July 1952 retired from service  
BAX

4516 (1<sup>st</sup>) 0-6-0 B-56e  
American Locomotive Company-Cooke Works 1907 #41379  
0-6-0  
New York Central (Lake Shore & Michigan Southern) B-56e #4516 (1<sup>st</sup>)  
November 1931 rebuilt  
0-6-0T  
May 1934 scrapped  
BAX

4516 (2<sup>nd</sup>) 4-6-2 K-11b  
American Locomotive Company-Schenectady Works 1912 #50698  
4-6-2  
New York Central #31116  
1936 to New York Central (New York Central) K-11b #4516 (2<sup>nd</sup>)  
May 1948 scrapped  
BAX

4517 (1<sup>st</sup>) 0-6-0 B-56e  
American Locomotive Company-Cooke Works 1907 #41380  
0-6-0  
New York Central (Lake Shore & Michigan Southern) B-56e #4517 (1<sup>st</sup>)  
December 1923 sold to General Equipment  
BAX

4517 (2<sup>nd</sup>) 4-6-2 K-11b  
American Locomotive Company-Schenectady Works 1912 #50699  
4-6-2  
New York Central #3117  
1936 to New York Central (New York Central) K-11b #4517 (2<sup>nd</sup>)  
June 1940 scrapped  
BAX

4518 (1<sup>st</sup>) 0-6-0 B-10e  
American Locomotive Company-Rhode Island Works 1907 #41774  
0-6-0  
New York Central (Lake Shore & Michigan Southern) B-10e #4518 (1<sup>st</sup>)  
1907 sold to Boston & Albany #401  
BAX

4518 (2<sup>nd</sup>) 0-6-0 B-10e  
American Locomotive Company-Rhode Island Works 1907 #41795  
0-6-0  
New York Central #4539  
1907 to New York Central (Lake Shore & Michigan Southern) B-10e  
#4518 (2<sup>nd</sup>)  
May 1929 retired from service  
BAX

4518 (3<sup>rd</sup>) 4-6-2 K-11b  
American Locomotive Company-Schenectady Works 1912 #50700  
4-6-2  
New York Central #3118  
1936 to New York Central (New York Central) K-11b #4518 (3<sup>rd</sup>)  
February 1952 retired from service  
BAX

4519 (1<sup>st</sup>) 0-6-0 B-10e  
American Locomotive Company-Rhode Island Works 1907 #41775  
0-6-0  
New York Central (Lake Shore & Michigan Southern) B-10e #4519 (1<sup>st</sup>)  
1907 sold to Boston & Albany #402  
BAX

4519 (2<sup>nd</sup>) 0-6-0 B-10e  
American Locomotive Company-Rhode Island Works 1907 #41797  
0-6-0  
New York Central #4541  
1907 to New York Central (Lake Shore & Michigan Southern) B-10e  
#4519 (2<sup>nd</sup>)  
August 1928 retired from service  
BAX

4519 (3<sup>rd</sup>) 4-6-2 K-11b  
American Locomotive Company-Schenectady Works 1912 #50701  
4-6-2  
New York Central #3119  
1936 to New York Central (New York Central) K-11b #4519 (3<sup>rd</sup>)  
December 1951 retired from service  
BAX

4520 (3<sup>rd</sup>) 4-6-2 K-11d  
American Locomotive Company-Schenectady Works 1912 #51184  
4-6-2  
New York Central #3120  
1936 to New York Central (New York Central) K-11d #4520 (3<sup>rd</sup>)  
January 1950 retired from service  
BAX

4521 (2<sup>nd</sup>) 4-6-2 K-11d  
American Locomotive Company-Schenectady Works 1912 #51185  
4-6-2  
New York Central #3121  
1936 to New York Central (New York Central) K-11d #4521 (2<sup>nd</sup>)  
September 1952 retired from service  
BAX

4522 (2<sup>nd</sup>) 4-6-2 K-11d  
American Locomotive Company-Schenectady Works 1912 #51186  
4-6-2  
New York Central #3122  
1936 to New York Central (New York Central) K-11d #4522 (2<sup>nd</sup>)  
January 1950 retired from service  
BAX

4523 4-6-2 K-11d  
American Locomotive Company 1912  
4-6-2  
New York Central K-11d #4523

4524 (2<sup>nd</sup>) 4-6-2 K-11d  
American Locomotive Company-Schenectady Works 1912 #51188  
4-6-2  
New York Central #3124  
1936 to New York Central (New York Central) K-11d #4524 (2<sup>nd</sup>)  
April 1950 retired from service  
BAX

4525 (2<sup>nd</sup>) 4-6-2 K-11d  
American Locomotive Company-Schenectady Works 1912 #51189  
4-6-2  
New York Central #3125  
1936 to New York Central (New York Central) K-11d #4525 (2<sup>nd</sup>)  
October 1952 retired from service  
BAX

4527 (2<sup>nd</sup>) 4-6-2 K-11d  
American Locomotive Company-Schenectady Works 1912 #51191  
4-6-2  
New York Central #3127  
1936 to New York Central (New York Central) K-11d #4527 (2<sup>nd</sup>)  
February 1952 retired from service  
BAX

4528 (2<sup>nd</sup>) 4-6-2 K-11d  
American Locomotive Company-Schenectady Works 1912 #51192  
4-6-2  
New York Central #3128  
1936 to New York Central (New York Central) K-11d #4528 (2<sup>nd</sup>)  
March 1953 retired from service  
BAX



4529 (2<sup>nd</sup>) 4-6-2 K-11d  
American Locomotive Company-Schenectady Works 1912 #51193  
4-6-2  
New York Central #3129  
1936 to New York Central (New York Central) K-311d #4529 (2<sup>nd</sup>)  
May 1952 retired from service  
BAX

4530 (2<sup>nd</sup>) 4-6-2 K-11d  
American Locomotive Company-Schenectady Works 1912 #51194  
4-6-2  
New York Central #3130  
1936 to New York Central (New York Central) K-11d #4530 (2<sup>nd</sup>)  
November 1949 retired from service  
BAX

4531 (2<sup>nd</sup>) 4-6-2 K-11d  
American Locomotive Company-Schenectady Works 1912 #51195  
4-6-2  
New York Central #3131  
1936 to New York Central (New York Central) K-11d #4531 (2<sup>nd</sup>)  
February 1952 retired from service  
BAX

4532 (2<sup>nd</sup>) 4-6-2 K-11d  
American Locomotive Company-Schenectady Works 1912 #51196  
4-6-2  
New York Central #3132  
1936 to New York Central (New York Central) K-11d #4532 (2<sup>nd</sup>)  
October 1949 retired from service  
BAX

4533 (2<sup>nd</sup>) 4-6-2 K-11d  
American Locomotive Company-Schenectady Works 1912 #51197  
4-6-2  
New York Central #3133  
1936 to New York Central (New York Central) K-11d #4533 (2<sup>nd</sup>)  
February 1950 retired from service  
BAX

4535 (2<sup>nd</sup>) 4-6-2 K-11d  
American Locomotive Company-Schenectady Works 1912 #51199  
4-6-2  
New York Central #3135  
1936 to New York Central (New York Central) K-11d #4535 (2<sup>nd</sup>)  
May 1947 retired from service  
BAX

4536 (2<sup>nd</sup>) 4-6-2 K-11d  
American Locomotive Company-Schenectady Works 1912 #51200  
4-6-2  
New York Central #3136  
1936 to New York Central (New York Central) K-11d #4536 (2<sup>nd</sup>)  
November 1951 retired from service  
BAX

4537 (2<sup>nd</sup>) 4-6-2 K-11d  
American Locomotive Company-Schenectady Works 1912 #51201  
4-6-2  
New York Central #3137  
1936 to New York Central (New York Central) K-11d #4537 (2<sup>nd</sup>)  
July 1951 retired from service  
BAX

4538 (2<sup>nd</sup>) 4-6-2 K-11d  
American Locomotive Company-Schenectady Works 1912 #51202  
4-6-2  
New York Central #3138  
1936 to New York Central (New York Central) K-11d #4538 (2<sup>nd</sup>)  
July 1940 scrapped  
BAX

4539 0-6-0  
American Locomotive Company-Rhode Island Works 1907 #41795  
0-6-0  
New York Central #4539  
1907 to New York Central (Lake Shore & Michigan Southern) B-10e  
#4518 (2<sup>nd</sup>)  
May 1929 retired from service  
BAX

4539 (3<sup>rd</sup>) 4-6-2 K-11d  
American Locomotive Company-Schenectady Works 1912 #51203  
4-6-2  
New York Central #3139  
1936 to New York Central (New York Central) K-11d #4539 (3<sup>rd</sup>)  
March 1952 retired from service  
BAX

4540 (3<sup>rd</sup>) 4-6-2 K-11e  
American Locomotive Company-Schenectady Works 1912 #51760  
4-6-2  
New York Central #3140  
1936 to New York Central (New York Central) K-11e #4540 (3<sup>rd</sup>)  
March 1952 retired from service  
BAX

4541 0-6-0  
American Locomotive Company-Rhode Island Works 1907 #41797  
0-6-0  
New York Central #4541  
1907 to New York Central (Lake Shore & Michigan Southern) B-10e  
#4519 (2<sup>nd</sup>)  
August 1928 retired from service  
BAX

4541 4-6-2 K-11e  
American Locomotive Company-Schenectady Works 1912 #51761  
4-6-2  
New York Central #3141  
1936 to New York Central (New York Central) K-11e #4541  
June 1951 retired from service  
BAX

4542 (3<sup>rd</sup>) 4-6-2 K-11e  
American Locomotive Company-Schenectady Works 1912 #51762  
4-6-2  
New York Central #3142  
1936 to New York Central (New York Central) K-11e #4542 (3<sup>rd</sup>)  
October 1950 retired from service  
BAX

4543 (3<sup>rd</sup>) 4-6-2 K-11e  
American Locomotive Company-Schenectady Works 1912 #51763  
4-6-2  
New York Central #3143  
1936 to New York Central (New York Central) K-11e #4543 (3<sup>rd</sup>)  
July 1952 retired from service  
BAX

4545 4-6-2 K-11e  
American Locomotive Company 1912  
4-6-2  
New York Central K-11e #4545

4546 4-6-2 K-11e  
American Locomotive Company 1912  
4-6-2  
New York Central K-11e #4546

4547 4-6-2 K-11e  
American Locomotive Company 1912  
4-6-2  
New York Central K-11e #4547

4549 4-6-2 K-11e  
American Locomotive Company 1912  
4-6-2  
New York Central K-11e #4549

4550 (2<sup>nd</sup>) 4-6-2 K-11e  
American Locomotive Company-Schenectady Works 1912 #51770  
4-6-2  
New York Central #3150  
1936 to New York Central (New York Central) K-11e #4550 (2<sup>nd</sup>)  
April 1952 retired from service  
BAX

4551 (2<sup>nd</sup>) 4-6-2 K-11e  
American Locomotive Company-Schenectady Works 1912 #51771  
4-6-2  
New York Central #3151  
1936 to New York Central (New York Central) K-11e #4551 (2<sup>nd</sup>)  
December 1951 retired from service  
BAX

4552 (2<sup>nd</sup>) 4-6-2 K-11e  
American Locomotive Company-Schenectady Works 1912 #51772  
4-6-2  
New York Central #3152  
1936 to New York Central (New York Central) K-11e #4552 (2<sup>nd</sup>)  
June 1951 retired from service  
BAX

4553 (2<sup>nd</sup>) 4-6-2 K-11e  
American Locomotive Company-Schenectady Works 1912 #51773  
4-6-2  
New York Central #3153  
1936 to New York Central (New York Central) K-11e #4553 (2<sup>nd</sup>)  
June 1951 retired from service  
BAX

4554 (2<sup>nd</sup>) 4-6-2 K-11e  
American Locomotive Company-Schenectady Works 1912 #51774  
4-6-2  
New York Central #3154  
1936 to New York Central (New York Central) K-11e #4554 (2<sup>nd</sup>)  
February 1952 retired from service  
BAX

4555 (2<sup>nd</sup>) 4-6-2 K-11e  
American Locomotive Company-Schenectady Works 1912 #51775  
4-6-2  
New York Central #3155  
1936 to New York Central (New York Central) K-11e #4555 (2<sup>nd</sup>)  
February 1949 retired from service  
BAX

4556 (2<sup>nd</sup>) 4-6-2 K-11e  
American Locomotive Company-Schenectady Works 1912 #51776  
4-6-2  
New York Central #3156  
1936 to New York Central (New York Central) K-11e #4556 (2<sup>nd</sup>)  
October 1951 retired from service  
BAX

4557 (2<sup>nd</sup>) 4-6-2 K-11e  
American Locomotive Company-Schenectady Works 1912 #51777  
4-6-2  
New York Central #3157  
1936 to New York Central (New York Central) K-11e #4557 (2<sup>nd</sup>)  
July 1951 retired from service  
BAX

4558 (2<sup>nd</sup>) 4-6-2 K-11e  
American Locomotive Company-Schenectady Works 1912 #51778  
4-6-2  
New York Central #3158  
1936 to New York Central (New York Central) K-11e #4558 (2<sup>nd</sup>)  
March 1952 retired from service  
BAX

4560 (2<sup>nd</sup>) 4-6-2 K-11e  
American Locomotive Company-Schenectady Works 1912 #51780  
4-6-2  
New York Central #3160  
1936 to New York Central (New York Central) K-11e #4560 (2<sup>nd</sup>)  
February 1952 retired from service  
BAX

4561 (1<sup>st</sup>) 0-6-0 B-56f  
American Locomotive Company-Schenectady Works 1910 #47506  
0-6-0  
New York Central (Lake Shore & Michigan Southern) B-56f #4561 (1<sup>st</sup>)  
1936 to New York Central #7061  
BAX

4561 (2<sup>nd</sup>) 4-6-2 K-11e  
American Locomotive Company-Schenectady Works 1912 #51781  
4-6-2  
New York Central #3161  
1936 to New York Central (New York Central) K-11e #4561 (2<sup>nd</sup>)  
March 1952 retired from service  
BAX

4562 (1<sup>st</sup>) 0-6-0

American Locomotive Company-Schenectady Works 1910 #47507  
0-6-0

New York Central (Lake Shore & Michigan Southern) B-56f #4562 (1<sup>st</sup>)  
October 1932 scrapped  
BAX

4562 (2<sup>nd</sup>) 4-6-2 K-11e

American Locomotive Company-Schenectady Works 1912 #51782  
4-6-2  
New York Central #3162  
1936 to New York Central (New York Central) K-11e #4562 (2<sup>nd</sup>)  
January 1950 retired from service  
BAX

4563 (1<sup>st</sup>) 0-6-0 B-56g

American Locomotive Company-Pittsburgh Works 1911 #49621  
0-6-0  
New York Central (Lake Shore & Michigan Southern) B-56g #4563 (1<sup>st</sup>)  
1936 to New York Central #7063  
BAX

4563 (2<sup>nd</sup>) 4-6-2 K-11e

American Locomotive Company-Schenectady Works 1912 #51783  
4-6-2  
New York Central #3163  
1936 to New York Central (New York Central) K-11e #4563 (2<sup>nd</sup>)  
February 1952 retired from service  
BAX

4564 (1<sup>st</sup>) 0-6-0 B-56g

American Locomotive Company-Pittsburgh Works 1911 #49622  
0-6-0  
New York Central (Lake Shore & Michigan Southern) B-56g #4564 (1<sup>st</sup>)  
1936 to New York Central #7064  
BAX

4564 (2<sup>nd</sup>) 4-6-2 K-11e

American Locomotive Company-Schenectady Works 1912 #51784  
4-6-2  
New York Central #3164  
1936 to New York Central (New York Central) K-11e #4564 (2<sup>nd</sup>)  
June 1951 retired from service  
BAX

4565 (1<sup>st</sup>) 0-6-0 B-56g

American Locomotive Company-Pittsburgh Works 1911 #49623  
0-6-0

New York Central (Lake Shore & Michigan Southern) B-56g #4565 (1<sup>st</sup>)  
1936 to New York Central #7065  
BAX

4566 (1<sup>st</sup>) 0-6-0 B-56g

American Locomotive Company-Pittsburgh Works 1911 #49624  
0-6-0  
New York Central (Lake Shore & Michigan Southern) B-56g #4566 (1<sup>st</sup>)  
1936 to New York Central #7066  
BAX

4566 (2<sup>nd</sup>) 4-6-2 K-11e

American Locomotive Company-Schenectady Works 1912 #51786  
4-6-2  
New York Central #3166  
1936 to New York Central (New York Central) K-11e #4566 (2<sup>nd</sup>)  
September 1952 retired from service  
BAX

4567 (1<sup>st</sup>) 0-6-0 B-56g

American Locomotive Company-Pittsburgh Works 1911 #49625  
0-6-0  
New York Central (Lake Shore & Michigan Southern) B-56g #4567 (1<sup>st</sup>)  
1936 to New York Central #7067  
BAX

4567 4-6-2 K-11e

American Locomotive Company 1912  
4-6-2  
New York Central K-11e #4567

4568 4-6-2 K-11e

American Locomotive Company 1912  
4-6-2  
New York Central K-11e #4568

4569 4-6-2 K-11e

American Locomotive Company 1912  
4-6-2  
New York Central K-11e #4569

4570 4-6-2 K-11f  
American Locomotive Company 1913  
4-6-2  
New York Central K-11f #4570  
4570 (2<sup>nd</sup>) 4-6-2 K-14f  
American Locomotive Company-Schenectady Works 1913 #54167  
4-6-2  
#3170  
1936 to New York Central (New York Central) K-14f #4570 (2<sup>nd</sup>)  
October 1949 retired from service  
BAX  
4578 (2<sup>nd</sup>) 4-6-2 K-11f  
American Locomotive Company-Schenectady Works 1913 #54175  
4-6-2  
#3178  
1936 to New York Central (New York Central) K-11f #4578 (2<sup>nd</sup>)  
March 1952 retired from service  
BAX  
4580 (2<sup>nd</sup>) 4-6-2 K-11f  
American Locomotive Company-Schenectady Works 1913 #54177  
4-6-2  
#3180  
1936 to New York Central (New York Central) K-11f #4580 (2<sup>nd</sup>)  
October 1951 retired from service  
BAX  
4586 (2<sup>nd</sup>) 4-6-2 K-11f  
American Locomotive Company-Schenectady Works 1913 #54183  
4-6-2  
#3186  
1936 to New York Central (New York Central) K-11f #4586 (2<sup>nd</sup>)  
March 1952 retired from service  
BAX  
4587 (2<sup>nd</sup>) 4-6-2 K-11f  
American Locomotive Company-Schenectady Works 1913 #54184  
4-6-2  
#3187  
1936 to New York Central (New York Central) K-11f #4587 (2<sup>nd</sup>)  
March 1952 retired from service  
BAX

4589 (1<sup>st</sup>) 4-6-2 K-11f  
American Locomotive Company-Schenectady Works 1913 #54186  
4-6-2  
#3189  
1936 to New York Central (New York Central) K-11f #4589 (1<sup>st</sup>)  
October 1949 retired from service  
BAX  
4594 (2<sup>nd</sup>) 4-6-2 K-11f  
American Locomotive Company-Schenectady Works 1913 #54191  
4-6-2  
#3194  
1936 to New York Central (New York Central) K-11f #4594 (2<sup>nd</sup>)  
July 1949 retired from service  
BAX  
4595 (2<sup>nd</sup>) 4-6-2 K-11f  
American Locomotive Company-Schenectady Works 1913 #54192  
4-6-2  
#3195  
1936 to New York Central (New York Central) K-11f #4595 (2<sup>nd</sup>)  
May 1947 retired from service  
BAX  
4596 (2<sup>nd</sup>) 4-6-2 K-11f  
American Locomotive Company-Schenectady Works 1913 #54193  
4-6-2  
#3196  
1936 to New York Central (New York Central) K-11f #4596 (2<sup>nd</sup>)  
August 1950 retired from service  
BAX  
4797 (2<sup>nd</sup>) 4-6-2 K-11f  
American Locomotive Company-Schenectady Works 1913 #54194  
4-6-2  
#3197  
1936 to New York Central (New York Central) K-11f #4597 (2<sup>nd</sup>)  
May 1953 retired from service  
BAX

4598 (2<sup>nd</sup>) 4-6-2 K-11f  
American Locomotive Company-Schenectady Works 1913 #54195  
4-6-2  
#3198  
1936 to New York Central (New York Central) K-11f #4598 (2<sup>nd</sup>)  
March 1952 retired from service  
BAX

4603 (3<sup>rd</sup>) 4-6-2 K-3f  
American Locomotive Company-Schenectady Works 1913 #54087  
4-6-2  
#8303  
1936 to New York Central K-3f #4603 (3<sup>rd</sup>)  
December 1945 retired from service  
February 1946 scrapped  
BAX

4604 (2<sup>nd</sup>) 4-6-2 K-3f  
American Locomotive Company-Schenectady Works 1913 #54088  
4-6-2  
#8304  
1936 to New York Central K-3f #4604 (2<sup>nd</sup>)  
December 1936 retired from service  
September 1937 scrapped  
BAX

4650 J-40a/J-40e  
Brooks January 1901 #3734  
2-6-2 20½x28-81”  
Lake Shore & Michigan Southern Ja #650  
1905 sold to New York Central J-40a #3650  
1905 to New York Central J-40a #4650  
October 1909 rebuilt  
New York Central J-40e #4650  
December 1925 scrapped  
boiler to #1131  
AAT

4651 J-40a/J-40e  
Brooks January 1901 #3733  
2-6-2 20½x28-81”  
Lake Shore & Michigan Southern Ja #651  
1905 sold to New York Central J-40a #3651  
1905 to New York Central J-40a #4651  
May 1910 rebuilt  
New York Central J-40e #4651  
October 1924 scrapped  
AAT

4652 4-6-2  
American Locomotive Company-Schenectady Works 1908 #45253  
4-6-2  
New York Central (New York Central & Hudson River) K-2e #3564 (1<sup>st</sup>)  
1936 to New York Central #4652  
BAX

4654 2-6-2 J-40  
Brooks 00/1901 #3867  
2-6-2  
New York Central #3654  
00/1905 to New York Central (Lake Shore & Michigan Southern) J-40b  
#4654 (1<sup>st</sup>)  
January 1911 rebuilt J-40  
New York Central (Lake Shore & Michigan Southern) J-40 #4654 (1<sup>st</sup>)  
December 1925 scrapped  
boiler to #1135  
BAX

4654 2-6-2 J-40b  
Brooks 00/1901 #3867  
2-6-2  
New York Central #3654  
00/1905 to New York Central (Lake Shore & Michigan Southern) J-40b  
#4654 (1<sup>st</sup>)  
January 1911 rebuilt J-40  
New York Central (Lake Shore & Michigan Southern) J-40 #4654 (1<sup>st</sup>)  
December 1925 scrapped  
boiler to #1135  
BAX

4655 2-6-2 J-40  
Brooks 00/1901 #3868  
2-6-2  
New York Central #3655  
00/1905 New York Central (Lake Shore & Michigan Southern) J-40b  
#4655 (1<sup>st</sup>)  
April 1910 rebuilt J-40  
New York Central (Lake Shore & Michigan Southern) J-40 #4655 (1<sup>st</sup>)  
December 1925 scrapped  
BAX

4655 2-6-2 J-40b  
Brooks 00/1901 #3868  
2-6-2  
New York Central #3655  
00/1905 to New York Central (Lake Shore & Michigan Southern) J-40b  
#4655 (1<sup>st</sup>)  
April 1910 rebuilt J-40  
New York Central (Lake Shore & Michigan Southern) J-40 #4655 (1<sup>st</sup>)  
December 1925 scrapped  
BAX

4656 2-6-2 J-40  
Brooks 00/1901 #3869  
2-6-2  
New York Central #3656  
00/1905 to New York Central (Lake Shore & Michigan Southern) J-40b  
#4656 (1<sup>st</sup>)  
May 1910 rebuilt J-40  
New York Central (Lake Shore & Michigan Southern) J-40 #4656 (1<sup>st</sup>)  
September 1924 scrapped  
BAX

4656 2-6-2 J-40b  
Brooks 00/1901 #3869  
2-6-2  
New York Central #3656  
00/1905 to New York Central (Lake Shore & Michigan Southern) J-40b  
#4656 (1<sup>st</sup>)  
May 1910 rebuilt J-40  
New York Central (Lake Shore & Michigan Southern) J-40 #4656 (1<sup>st</sup>)  
September 1924 scrapped  
BAX

4657 2-6-2 J-40  
Brooks 00/1901 #3870  
2-6-2  
New York Central #3657  
00/1905 to New York Central (Lake Shore & Michigan Southern) J-40b  
#4657  
August 1909 rebuilt J-40  
New York Central (Lake Shore & Michigan Southern) J-40 #4657  
September 1925 scrapped  
boiler to #1138  
BAX

4657 2-6-2 J-40b  
Brooks 00/1901 #3870  
2-6-2  
New York Central #3657  
00/1905 to New York Central (Lake Shore & Michigan Southern) J-40b  
#4657  
August 1909 rebuilt J-40  
New York Central (Lake Shore & Michigan Southern) J-40 #4657  
September 1925 scrapped  
boiler to #1138  
BAX

4690 2-6-2

American Locomotive Company-Brooks Works 1903 #28872

2-6-2

Lake Shore & Michigan Southern #690

1905 to New York Central (Lake Shore & Michigan Southern) J-40d  
#3690 (1<sup>st</sup>)

1905 to New York Central #4690

BAX

4691 2-6-2

American Locomotive Company-Brooks Works 1903 #28873

2-6-2

Lake Shore & Michigan Southern #691

1905 to New York Central (Lake Shore & Michigan Southern) J-40d  
#3691 (1<sup>st</sup>)

1905 to New York Central #4691

BAX

4692 2-6-2

American Locomotive Company-Brooks Works 1903 #28874

2-6-2

Lake Shore & Michigan Southern #692

1905 to New York Central (Lake Shore & Michigan Southern) J-40d  
#3692 (1<sup>st</sup>)

1905 to New York Central #4692

BAX

4693 2-6-2

American Locomotive Company-Brooks Works 1903 #28875

2-6-2

Lake Shore & Michigan Southern #693

1905 to New York Central (Lake Shore & Michigan Southern) J-40d  
#3693 (1<sup>st</sup>)

1905 to New York Central #4693

BAX

4694 2-6-2

American Locomotive Company-Brooks Works 1903 #28876

2-6-2

Lake Shore & Michigan Southern #694

1905 to New York Central (Lake Shore & Michigan Southern) J-40d  
#3694 (1<sup>st</sup>)

1905 to New York Central #4694

BAX

4706 (2<sup>nd</sup>) 2-6-2/4-6-2 J-41d/K-41a

American Locomotive Company-Brooks Works 1904 #29693

2-6-2

New York Central #1293

November 1909 to New York Central J-41d #4706 (2<sup>nd</sup>)

January 1917 rebuilt

4-6-2

New York Central K-41a #4706 (2<sup>nd</sup>)

May 1932 scrapped

BAX

4707 (1<sup>st</sup>) 2-6-2/4-6-2 J-41/J-41d/K-41a

American Locomotive Company-Brooks Works 1904 #29694

2-6-2

New York Central #3707

1905 to New York Central (Lake Shore & Michigan Southern) J-41

#4707 (1<sup>st</sup>)

1905-1907 rebuilt

New York Central (Lake Shore & Michigan Southern) J-41d #4707 (1<sup>st</sup>)

August 1917 rebuilt

4-6-2

New York Central (Lake Shore & Michigan Southern) K-41a #4707 (1<sup>st</sup>)

February 1932 scrapped

BAX



4708 (1<sup>st</sup>) 2-6-2 J-41/J-41d

American Locomotive Company-Brooks Works 1904 #29695

2-6-2

New York Central #3708

1905 to New York Central (Lake Shore & Michigan Southern) J-41

#4708 (1<sup>st</sup>)

1905-1907 rebuilt

New York Central (Lake Shore & Michigan Southern) J-41d #4708 (1<sup>st</sup>)

1907 to New York Central #1294

July 1913 to New York Central J-41d #4708 (2<sup>nd</sup>)

April 1919 rebuilt

4-6-2

New York Central K-41a #4708 (2<sup>nd</sup>)

March 1932 scrapped

BAX

4709 (1<sup>st</sup>) 2-6-2 J-41/J-41d

American Locomotive Company-Brooks Works 1904 #29696

2-6-2

New York Central #3700

1905 to New York Central (Lake Shore & Michigan Southern) J-41

#4709 (1<sup>st</sup>)

1905-1907 rebuilt

New York Central (Lake Shore & Michigan Southern) J-41d #4709 (1<sup>st</sup>)

1907 to New York Central #1295

November 1909 to New York Central J-41d #4709 (2<sup>nd</sup>)

October 1916 rebuilt

4-6-2

New York Central K-41a #4709 (2<sup>nd</sup>)

July 1932 scrapped

BAX

4710 (1<sup>st</sup>) 2-6-2 J-41/J-41d

American Locomotive Company-Brooks Works 1904 #29980

2-6-2

New York Central #3710

1905 to New York Central (Lake Shore & Michigan Southern) J-41

#4710 (1<sup>st</sup>)

1905-1907 rebuilt

New York Central (Lake Shore & Michigan Southern) J-41d #4710 (1<sup>st</sup>)

1907 to New York Central #1296

August 1913 to New York Central J-41d #4710 (2<sup>nd</sup>)

June 1917 rebuilt

4-6-2

New York Central K-41a #4710 (2<sup>nd</sup>)

November 1932 scrapped

BAX

4711 (1<sup>st</sup>) 2-6-2 J-41/J-41d

American Locomotive Company-Brooks Works 1904 #29981

2-6-2

New York Central #3711

1907 to New York Central (Lake Shore & Michigan Southern) J-41

#4711 (1<sup>st</sup>)

1905-1907 rebuilt

New York Central (Lake Shore & Michigan Southern) J-41d #4711 (1<sup>st</sup>)

1907 to New York Central #1297

July 1913 to New York Central J-41d #4711 (2<sup>nd</sup>)

March 1919 rebuilt

4-6-2

New York Central K-41a #4711 (2<sup>nd</sup>)

February 1932 scrapped

BAX

4712 (1<sup>st</sup>) 2-6-2 J-41/J-41d

American Locomotive Company-Brooks Works 1904 #29982

2-6-2

New York Central #3712

1905 to New York Central (Lake Shore & Michigan Southern) J-41

#4712 (1<sup>st</sup>)

1905-1907 rebuilt

New York Central (Lake Shore & Michigan Southern) J-41d #4712 (1<sup>st</sup>)

1907 to New York Central #1298

July 1913 to New York Central J-41d #4712 (2<sup>nd</sup>)

September 1916 rebuilt

4-6-2

New York Central K-41a #4712 (2<sup>nd</sup>)

May 1929 scrapped

BAX

4713 (1<sup>st</sup>) 2-6-2 J-41/J-41d

2-6-2

New York Central #3713

1905 to New York Central (Lake Shore & Michigan Southern) J-41

#4713 (1<sup>st</sup>)

1905-1907 rebuilt

New York Central (Lake Shore & Michigan Southern) J-41d #4713 (1<sup>st</sup>)

1907 to New York Central #1299

August 1913 to New York Central J-41d #4713 (2<sup>nd</sup>)

March 1917 rebuilt

4-6-2

New York Central K-41a #4713 (2<sup>nd</sup>)

April 1932 scrapped

BAX

4714 (1<sup>st</sup>) 2-6-2/4-6-2 J-41/J-41d/K-41a

American Locomotive Company 1904 #29984

2-6-2

New York Central #3714

1905 to New York Central (Lake Shore & Michigan Southern) J-41

#4714 (1<sup>st</sup>)

1905-1907 rebuilt

New York Central (Lake Shore & Michigan Southern) J-41d #4714 (1<sup>st</sup>)

August 1917 rebuilt

4-6-2

New York Central K-41a #4714 (1<sup>st</sup>)

December 1932 scrapped

BAX

4905 4-6-2

American Locomotive Company-Schenectady Works 1913 #54127

4-6-2

New York Central (Lake Shore & Michigan Southern) #4905

R97

4906 4-6-2

American Locomotive Company-Schenectady Works 1913 #54128

4-6-2

New York Central (Lake Shore & Michigan Southern) #4906

R97

4907 4-6-2

American Locomotive Company-Schenectady Works 1913 #54129

4-6-2

New York Central (Lake Shore & Michigan Southern) #4907

R97

4908 4-6-2

American Locomotive Company-Schenectady Works 1913 #54130

4-6-2

New York Central (Lake Shore & Michigan Southern) #4908

R97

4909 4-6-2

American Locomotive Company-Schenectady Works 1913 #54131

4-6-2

New York Central (Lake Shore & Michigan Southern) #4909

R97

4913 4-6-2 K-5b  
American Locomotive Company 00/1926  
4-6-2  
New York Central K-5b #4913  
4914 4-6-2 K-5b  
American Locomotive Company 1926  
4-6-2  
New York Central K-5b #4914  
4915 4-6-2 K-5b  
American Locomotive Company 1926  
4-6-2  
New York Central K-5b #4915  
4916 4-6-2 K-5b  
American Locomotive Company 1926  
4-6-2  
New York Central K-5b #4916  
4917 4-6-2 K-5b  
American Locomotive Company 1926  
4-6-2  
New York Central K-5b #4917  
4918 4-6-2 K-5b  
American Locomotive Company 1926  
4-6-2  
New York Central K-5b #4918  
4919 4-6-2 K-5b  
American Locomotive Company 1926  
4-6-2  
New York Central K-5b #4919  
4920 4-6-2 K-5b  
American Locomotive Company 1926  
4-6-2  
New York Central K-5b #4920  
4921 4-6-2 K-5b  
American Locomotive Company 1926  
4-6-2  
New York Central K-5b #4921

4922 4-6-2 K-5b  
American Locomotive Company 1926  
4-6-2  
New York Central K-5b #4922  
4923 4-6-2 K-5b  
American Locomotive Company 1926  
4-6-2  
New York Central K-5b #4923  
4924 4-6-2 K-5b  
American Locomotive Company 1926  
4-6-2  
New York Central K-5b #4924  
4925 4-6-2 K-5  
American Locomotive Company 1924  
4-6-2  
New York Central K-5 #4925  
4926 4-6-2 K-5a  
American Locomotive Company 1925  
4-6-2  
New York Central K-5a #4926  
4927 4-6-2 K-5a  
American Locomotive Company 1925  
4-6-2  
New York Central K-5a #4927  
4928 4-6-2 K-5a  
American Locomotive Company 1925  
4-6-2  
New York Central K-5a #4928  
4929 4-6-2 K-5a  
American Locomotive Company 1925  
4-6-2  
New York Central K-5a #4929  
4930 4-6-2 K-5a  
American Locomotive Company 1925  
4-6-2  
New York Central K-5a #4930

4931 4-6-2 K-5b  
American Locomotive Company 1927  
4-6-2  
New York Central K-5b #4931  
4932 4-6-2 K-5b  
American Locomotive Company 1927  
4-6-2  
New York Central K-5b #4932  
4933 4-6-2 K-5b  
American Locomotive Company 1927  
4-6-2  
New York Central K-5b #4933  
4934 4-6-2 K-5b  
American Locomotive Company 1927  
4-6-2  
New York Central K-5b #4934  
4935 4-6-2 K-5b  
American Locomotive Company 1927  
4-6-2  
New York Central K-5b #4935  
4936 4-6-2 K-5b  
American Locomotive Company 1927  
4-6-2  
New York Central K-5b #4936  
4937 4-6-2 K-5b  
American Locomotive Company 1927  
4-6-2  
New York Central K-5b #4937  
4938 4-6-2 K-5b  
American Locomotive Company 1927  
4-6-2  
New York Central K-5b #4938  
4939 4-6-2 K-5b  
American Locomotive Company 1927  
4-6-2  
New York Central K-5b #4939

4940 4-6-2 K-5b  
American Locomotive Company 1927  
4-6-2  
New York Central K-5b #4940  
5155 2-8-2  
Lima 1918  
2-8-2 26x30-63" 200PSI 292,000lb. 54,700TE  
New York Central #5155  
FMS  
5200 4-6-4 J-1a  
American Locomotive Company  
4-6-4  
New York Central J-1a #5200  
5201 4-6-2 J  
American Locomotive Company  
4-6-4  
New York Central J #5201  
5202 4-6-4 J  
American Locomotive Company  
4-6-4  
New York Central J #5202  
5203 4-6-4 J  
American Locomotive Company  
4-6-4  
New York Central J #5203  
5204 4-6-4 J  
American Locomotive Company  
4-6-4  
New York Central J #5204  
5205 4-6-4 J  
American Locomotive Company  
4-6-4  
New York Central J #5205  
5206 4-6-4 J  
American Locomotive Company  
4-6-4  
New York Central J #5206

5207 4-6-4 J  
American Locomotive Company  
4-6-4  
New York Central J #5207

5208 4-6-4 J  
American Locomotive Company  
4-6-4  
New York Central J #5208

5209 4-6-4 J  
American Locomotive Company  
4-6-4  
New York Central J #5209

5210 4-6-4 J  
American Locomotive Company  
4-6-4  
New York Central J #5210

5211 4-6-4 J  
American Locomotive Company  
4-6-4  
New York Central J #5211

5212 4-6-4 J  
American Locomotive Company  
4-6-4  
New York Central J #5212

5213 4-6-4 J  
American Locomotive Company  
4-6-4  
New York Central J #5213

5214 4-6-4 J  
American Locomotive Company  
4-6-4  
New York Central J #5214

5215 4-6-4 J  
American Locomotive Company  
4-6-4  
New York Central J #5215

5216 4-6-4 J  
American Locomotive Company  
4-6-4  
New York Central J #5216

5217 4-6-4 J  
American Locomotive Company  
4-6-4  
New York Central J #5217

5218 4-6-4 J  
American Locomotive Company  
4-6-4  
New York Central J #5218

5219 4-6-4 J  
American Locomotive Company  
4-6-4  
New York Central J #5219

5220 4-6-4 J  
American Locomotive Company  
4-6-4  
New York Central J #5220

5221 4-6-4 J  
American Locomotive Company  
4-6-4  
New York Central J #5221

5222 4-6-4 J  
American Locomotive Company  
4-6-4  
New York Central J #5222

5238 4-6-4 J  
American Locomotive Company  
4-6-4  
New York Central J #5238

5239 4-6-4 J  
American Locomotive Company  
4-6-4  
New York Central J #5239

5240 4-6-4 J  
American Locomotive Company  
4-6-4  
New York Central J #5240

5241 4-6-4 J  
American Locomotive Company  
4-6-4  
New York Central J #5241

5242 4-6-4 J  
American Locomotive Company  
4-6-4  
New York Central J #5242

5243 4-6-4 J  
American Locomotive Company  
4-6-4  
New York Central J #5243

5244 4-6-4 J  
American Locomotive Company  
4-6-4  
New York Central J #5244

5245 J 4-6-4  
American Locomotive Company  
4-6-4  
New York Central J #5245

5246 4-6-4 J  
American Locomotive Company  
4-6-4  
New York Central J #5246

5247 4-6-4 J  
American Locomotive Company  
4-6-4  
New York Central J #5247

5248 4-6-4 J  
American Locomotive Company  
4-6-4  
New York Central J #5248

5249 4-6-4 J  
American Locomotive Company  
4-6-4  
New York Central J #5249

5250 4-6-4 J  
American Locomotive Company  
4-6-4  
New York Central J #5250

5261 4-6-4 J  
American Locomotive Company  
4-6-4  
New York Central J #5261

5262 4-6-4 J  
American Locomotive Company  
4-6-4  
New York Central J #5262

5263 4-6-4 J  
American Locomotive Company  
4-6-4  
New York Central J #5263

5264 4-6-4 J  
American Locomotive Company  
4-6-4  
New York Central J #5264

5265 4-6-4 J  
American Locomotive Company  
4-6-4  
New York Central J #5265

5266 4-6-4 J  
American Locomotive Company  
4-6-4  
New York Central J #5266

5267 4-6-4 J  
American Locomotive Company  
4-6-4  
New York Central J #5267

5268 4-6-4 J  
American Locomotive Company  
4-6-4  
New York Central J #5268

5269 4-6-4 J  
American Locomotive Company  
4-6-4  
New York Central J #5269

5270 4-6-4 J  
American Locomotive Company  
4-6-4  
New York Central J #5270

5271 4-6-4 J  
American Locomotive Company  
4-6-4  
New York Central J #5271

5272 4-6-4 J  
American Locomotive Company  
4-6-4  
New York Central J #5272

5273 4-6-4 J  
American Locomotive Company  
4-6-4  
New York Central J #5273

5274 4-6-4 J  
American Locomotive Company  
4-6-4  
New York Central J #5274

5275 4-6-4 J  
American Locomotive Company  
4-6-4  
New York Central J #5275

5276 4-6-4 J  
American Locomotive Company  
4-6-4  
New York Central J #5276

5277 4-6-4 J  
American Locomotive Company  
4-6-4  
New York Central J #5277

5278 4-6-4 J  
American Locomotive Company  
4-6-4  
New York Central J #5278

5279 4-6-4 J  
American Locomotive Company  
4-6-4  
New York Central J #5279

5280 4-6-4 J  
American Locomotive Company  
4-6-4  
New York Central J #5280

5281 4-6-4 J  
American Locomotive Company  
4-6-4  
New York Central J #5281

5282 4-6-4 J  
American Locomotive Company  
4-6-4  
New York Central J #5282

5283 4-6-4 J  
American Locomotive Company  
4-6-4  
New York Central J #5283

5284 4-6-4 J  
American Locomotive Company  
4-6-4  
New York Central J #5284

5285 4-6-4 J  
American Locomotive Company  
4-6-4  
New York Central J #5285

5286 4-6-4 J  
American Locomotive Company  
4-6-4  
New York Central J #5286

5287 4-6-4 J  
American Locomotive Company  
4-6-4  
New York Central J #5287

5288 4-6-4 J  
American Locomotive Company  
4-6-4  
New York Central J #5288

5289 4-6-4 J  
American Locomotive Company  
4-6-4  
New York Central J #5289

5290 4-6-4 J  
American Locomotive Company  
4-6-4  
New York Central J #5290

5291 4-6-4 J  
American Locomotive Company  
4-6-4  
New York Central J #5291

5292 4-6-4 J  
American Locomotive Company  
4-6-4  
New York Central J #5292

5293 4-6-4 J  
American Locomotive Company  
4-6-4  
New York Central J #5293

5294 4-6-4 J  
American Locomotive Company  
4-6-4  
New York Central J #5294

5295 4-6-4 J  
American Locomotive Company  
4-6-4  
New York Central J #5295

5296 4-6-4 J  
American Locomotive Company  
4-6-4  
New York Central J #5296

5297 4-6-4 J  
American Locomotive Company  
4-6-4  
New York Central J #5297

5298 4-6-4 J  
American Locomotive Company  
4-6-4  
New York Central J #5298

5299 4-6-4 J  
American Locomotive Company  
4-6-4  
New York Central J #5299

5300 4-6-4 J  
American Locomotive Company  
4-6-4  
New York Central #5300

5301 4-6-4 J  
American Locomotive Company  
4-6-4  
New York Central J #5301

5302 4-6-4 J  
American Locomotive Company  
4-6-4  
New York Central J #5302

5303 4-6-4 J  
American Locomotive Company  
4-6-4  
New York Central J #5303



5304 4-6-4 J  
American Locomotive Company  
4-6-4  
New York Central J #5304  
5305 4-6-4 J  
American Locomotive Company  
4-6-4  
New York Central J #5305  
5306 4-6-4 J  
American Locomotive Company  
4-6-4  
New York Central J #5306  
5307 4-6-4 J  
American Locomotive Company  
4-6-4  
New York Central J #5307  
5308 4-6-4 J  
American Locomotive Company  
4-6-4  
New York Central J #5308  
5309 4-6-4 J  
American Locomotive Company  
4-6-4  
New York Central J #5309  
5310 4-6-4 J  
American Locomotive Company  
4-6-4  
New York Central J #5310  
5311 4-6-4 J  
American Locomotive Company  
4-6-4  
New York Central J #5311  
5345 4-6-4 J-1b  
American Locomotive Company 1927  
4-6-4  
Michigan Central #8200  
to New York Central J-1b #5345

5346 4-6-4 J-1b  
American Locomotive Company 1927  
4-6-4  
Michigan Central #8201  
to New York Central J-1b #5346  
5347 4-6-4 J-1b  
American Locomotive Company 1927  
4-6-4  
Michigan Central #8202  
to New York Central J-1b #5347  
5348 4-6-4 J-1b  
American Locomotive Company 1927  
4-6-4  
New York Central J-1b #5348  
5349 4-6-4 J-1b  
American Locomotive Company 1927  
4-6-4  
Michigan Central #8204  
to New York Central J-1b #5349  
5350 4-6-4 J-1b  
American Locomotive Company 1927  
4-6-4  
Michigan Central #8205  
to New York Central J-1b #5350  
5351 4-6-4 J-1b  
American Locomotive Company 1927  
4-6-4  
Michigan Central #8206  
to New York Central J-1b #5351  
5352 4-6-4 J-1b  
American Locomotive Company 1927  
4-6-4  
Michigan Central #8207  
to New York Central J-1b #5352

5353 4-6-4 J-1b

American Locomotive Company 1927

4-6-4

Michigan Central #8208

to New York Central J-1b #5353

5354 4-6-4 J-1b

American Locomotive Company 1927

4-6-4

Michigan Central #8209

to New York Central J-1b #5354

5355 4-6-4 J-1c

American Locomotive Company 1929

4-6-4

Michigan Central #8210

to New York Central J-1c 35355

5356 4-6-4 J-1c

American Locomotive Company 1929

4-6-4

Michigan Central #8211

to New York Central J-1c #5356

5357 4-6-4 J-1c

American Locomotive Company 1929

4-6-4

Michigan Central #8212

to New York Central J-1c #5357

5358 4-6-4 J-1c

American Locomotive Company 1929

4-6-4

Michigan Central #8213

to New York Central J-1c #5358

5359 4-6-4 J-1c

American Locomotive Company 1929

4-6-4

Michigan Central #8214

to New York Central J-1c #5359

5360 4-6-4 J-1d

American Locomotive Company 1930

4-6-4

Michigan Central #8215

to New York Central J-1d #5360

5361 4-6-4 J-1d

American Locomotive Company 1930

4-6-4

Michigan Central #8216

to New York Central J-1d #5361

5362 4-6-4 J-1d

American Locomotive Company 1930

4-6-4

Michigan Central #8217

to New York Central J-1d #5362

5363 4-6-4 J-1d

American Locomotive Company 1930

4-6-4

Michigan Central #8218

to New York Central J-1d #5363

5364 4-6-4 J-1d

American Locomotive Company 1930

4-6-4

Michigan Central #8219

to New York Central J-1d #5364

5365 4-6-4 J-1d

American Locomotive Company 1930

4-6-4

Michigan Central #8220

to New York Central J-1d #5365

5366 4-6-4 J-1d

American Locomotive Company 1930

4-6-4

Michigan Central #8221

to New York Central J-1d #5366

5367 4-6-4 J-1d  
American Locomotive Company 1930  
4-6-4  
Michigan Central #8222  
to New York Central J-1d #5367

5368 4-6-4 J-1d  
American Locomotive Company 1930  
4-6-4  
Michigan Central #8223  
to New York Central J-1d #5368

5369 4-6-4 J-1d  
American Locomotive Company 1930  
4-6-4  
Michigan Central #8224  
to New York Central J-1d #5369

5370 4-6-4 J-1d  
American Locomotive Company 1930  
4-6-4  
Michigan Central #8225  
to New York Central J-1d #5370

5371 4-6-4 J-1d  
American Locomotive Company 1930  
4-6-4  
Michigan Central #8226  
to New York Central J-1d #5371

5372 4-6-4 J-1d  
American Locomotive Company 1930  
4-6-4  
Michigan Central #8227  
to New York Central J-1d #5372

5373 4-6-4 J-1d  
American Locomotive Company 1930  
4-6-4  
Michigan Central #8228  
to New York Central J-1d #5373

5374 4-6-4 J-1d  
American Locomotive Company 1930  
4-6-4  
Michigan Central #8229  
to New York Central J-1d #5374

5405 4-6-4  
4-6-4  
New York Central #5405

5426 4-6-4  
4-6-4  
New York Central #5426

5433 4-6-4  
4-6-4  
New York Central #5433

5434 4-6-4  
4-6-4  
New York Central #5434

5447 4-6-4  
4-6-4  
New York Central #5447

5448 4-6-4  
4-6-4  
New York Central #5448

5500 4-8-4 S-2a  
American Locomotive Company June 1946  
4-8-4  
New York Central S-2a #5500

5766 2-8-0  
Brooks 00/1901 #3893  
2-8-0  
New York Central #5766  
00/1936 to New York Central (Lake Shore & Michigan Southern) G-43a  
#1101 (3<sup>rd</sup>)  
August 1949 scrapped  
BAX

5775 2-8-0

Brooks 00/1901 #3920

2-8-0

New York Central #5775

00/1936 to New York Central (Lake Shore & Michigan Southern) G-43a  
#1102 (3<sup>rd</sup>)

August 1949 scrapped

BAX

5804 2-8-0

Brooks 00/1901 #4086

2-8-0

New York Central #5804

00/1936 to New York Central (Lake Shore & Michigan Southern) G-43b  
#1103 (3<sup>rd</sup>)

September 1949 scrapped

BAX

5806 2-8-0

Brooks 00/1901 #4088

2-8-0

New York Central #5806

00/1936 to New York Central (Lake Shore & Michigan Southern) G-43b  
#1104 (3<sup>rd</sup>)

August 1949 scrapped

BAX

5897 0-8-8-0

American Locomotive Company-Brooks Works 1913 #54132

0-8-8-0 26/40x28-51" 463,000

New York Central (Lake Shore & Michigan Southern) #5897  
R97

5898 0-8-8-0

American Locomotive Company-Brooks Works 1913 #54133

0-8-8-0 26/40x28-51" 463,000

New York Central (Lake Shore & Michigan Southern) #5898  
R97

5899 0-8-8-0

American Locomotive Company-Brooks Works 1913 #54134

0-8-8-0 26/40x28-51" 463,000

New York Central (Lake Shore & Michigan Southern) #5899  
R97

5900 0-8-8-0

American Locomotive Company-Brooks Works 1916 #55908

0-8-8-0 26/40x28-51" 446,000

New York Central (Lake Shore & Michigan Southern) #5900  
R97

5901 0-8-8-0

American Locomotive Company-Brooks Works 1916 #55909

0-8-8-0 26/40x28-51" 446,000

New York Central (Lake Shore & Michigan Southern) #5901  
R97

5902 0-8-8-0

American Locomotive Company-Brooks Works 1916 #55910

0-8-8-0 26/40x28-51" 446,000

New York Central (Lake Shore & Michigan Southern) #5902  
R97

5903 0-8-8-0

American Locomotive Company-Brooks Works 1916 #55911

0-8-8-0 26/40x28-51" 446,000

New York Central (Lake Shore & Michigan Southern) #5903  
R97

5904 0-8-8-0

American Locomotive Company-Brooks Works 1916 #55912

0-8-8-0 26/40x28-51" 446,000

New York Central (Lake Shore & Michigan Southern) #5904  
R97

5905 0-8-8-0

American Locomotive Company-Schenectady Works 1916 #55999

0-8-8-0 26/40x28-51"

New York Central #5905  
R97

6000 4-8-4 S-1a

American Locomotive Company 1945

4-8-4

New York Central S-1a #6000

6001 4-8-4 S-1b

American Locomotive Company 10-12/1945

4-8-4

New York Central S-1b #6001

6002 4-8-4 S-1b  
American Locomotive Company 10-12/1945  
4-8-4  
New York Central S-1b #6002

6003 4-8-4 S-1b  
American Locomotive Company 10-12/1945  
4-8-4  
New York Central S-1b #6003

6004 4-8-4 S-1b  
American Locomotive Company 10-12/1945  
4-8-4  
New York Central S-1b #6004

6005 4-8-4 S-1b  
American Locomotive Company 10-12/1945  
4-8-4  
New York Central S-1b #6005

6006 4-8-4 S-1b  
American Locomotive Company 10-12/1945  
4-8-4  
New York Central S-1b #6006

6007 4-8-4 S-1b  
American Locomotive Company 10-12/1945  
4-8-4  
New York Central S-1b #6007

6008 4-8-4 S-1b  
American Locomotive Company 10-12/1945  
4-8-4  
New York Central S-1b #6008

6009 4-8-4 S-1b  
American Locomotive Company 10-12/1945  
4-8-4  
New York Central S-1b #6009

6010 4-8-4 S-1b  
American Locomotive Company 10-12/1945  
4-8-4  
New York Central S-1b #6010

6011 4-8-4 S-1b  
American Locomotive Company 10-12/1945  
4-8-4  
New York Central S-1b #6011

6012 4-8-4 S-1b  
American Locomotive Company 10-12/1945  
4-8-4  
New York Central S-1b #6012

6013 4-8-4 S-1b  
American Locomotive Company 10-12/1945  
4-8-4  
New York Central S-1b #6013

6014 4-8-4 S-1b  
American Locomotive Company 10-12/1945  
4-8-4  
New York Central S-1b #6014

6015 4-8-4 S-1b  
American Locomotive Company 10-12/1945  
4-8-4  
New York Central S-1b #6015

6016 4-8-4 S-1b  
American Locomotive Company 10-12/1945  
4-8-4  
New York Central S-1b #6016

6017 4-8-4 S-1b  
American Locomotive Company 10-12/1945  
4-8-4  
New York Central S-1b #6017

6018 4-8-4 S-1b  
American Locomotive Company 10-12/1945  
4-8-4  
New York Central S-1b #6018

6019 4-8-4 S-1b  
American Locomotive Company 10-12/1945  
4-8-4  
New York Central S-1b #6019

6020 4-8-4 S-1b  
 American Locomotive Company January 1946  
 4-8-4  
 New York Central S-1b #6020

6021 4-8-4 S-1b  
 American Locomotive Company January 1946  
 4-8-4  
 New York Central S-1b #6021

6022 4-8-4 S-1b  
 American Locomotive Company January 1946  
 4-8-4  
 New York Central S-1b #6022

6023 4-8-4 S-1b  
 American Locomotive Company April 1946  
 4-8-4  
 New York Central S-1b #6023

6024 4-8-4 S-1b  
 American Locomotive Company April 1946  
 4-8-4  
 New York Central S-1b #6024

6025 4-8-4 S-1b  
 American Locomotive Company April 1946  
 4-8-4  
 New York Central S-1b #6025

6051 0-4-0 A-60  
 Cuyahoga shop 1851 #50  
 0-4-0  
 Cleveland, Cincinnati, Chicago & Saint Louis #801  
 1905 to New York Central (Cleveland, Cincinnati, Chicago & Saint Louis)  
 A-60 #6051 (1<sup>st</sup>)  
 October 1909 scrapped  
 BAX

6064 2-8-2  
 American Locomotive Company-Schenectady Works 1916 #55888  
 2-8-2 25x32-63" 284,000  
 New York Central (Cleveland, Cincinnati, Chicago & Saint Louis #6064  
 R97

6065 2-8-2  
 American Locomotive Company-Schenectady Works 1916 #55889  
 2-8-2 25x32-63" 284,000  
 New York Central (Cleveland, Cincinnati, Chicago & Saint Louis) #6065  
 R97

6066 2-8-2  
 American Locomotive Company-Schenectady Works 1916 #55890  
 2-8-2 25x32-63" 284,000  
 New York Central (Cleveland, Cincinnati, Chicago & Saint Louis) #6066  
 R97

6067 2-8-2  
 American Locomotive Company-Schenectady Works 1916 #55891  
 2-8-2 25x32-63" 284,000  
 New York Central (Cleveland, Cincinnati, Chicago & Saint Louis) #6067  
 R97

6068 2-8-2  
 American Locomotive Company-Schenectady Works 1916 #55892  
 2-8-2 25x32-63" 284,000  
 New York Central (Cleveland, Cincinnati, Chicago & Saint Louis) #6068  
 R97

6348 2-6-0 E-63  
 Brooks January 1882 #637  
 2-6-0 18x24-57"  
 Cincinnati, Indianapolis, Saint Louis & Chicago #58  
 June 1889 sold to Cleveland, Cincinnati, Chicago & Saint Louis #273  
 1905 sold to New York Central E-63 #6348  
 November 1909 scrapped  
 AAT

6349 2-6-0 E-63  
 Brooks January 1882 #638  
 2-6-0 18x24-57"  
 Cincinnati, Indianapolis, Saint Louis & Chicago #59  
 June 1889 sold to Cleveland, Cincinnati, Chicago & Saint Louis #274  
 1905 sold to New York Central #6349  
 January 1910 rebuilt  
 New York Central E-63 #6349  
 June 1916 sold to Dayton Power & Light Company #3 "Millers Ford"  
 AAT

6350 2-6-0 E-63

Brooks January 1882 #639

2-6-0 18x24-57"

Cincinnati, Indianapolis, Saint Louis & Chicago #70

June 1889 sold to Cleveland, Cincinnati, Chicago & Saint Louis #275

1905 sold to New York Central E-63 #6350

October 1909 scrapped

AAT

6351 2-6-0 E-63

Brooks January 1882 #640

2-6-0 18x24-57"

Cincinnati, Indianapolis, Saint Louis & Chicago #71

June 1889 sold to Cleveland, Cincinnati, Chicago & Saint Louis #276

1905 sold to New York Central E-63 #6351

September 1909 sold

AAT

6541 2-8-0 G-67

Brooks December 1900 #3716

2-8-0 22x30-57"

Cleveland, Cincinnati, Chicago & Saint Louis #714

1905 sold to New York Central G-67 #6541

September 1920 scrapped

AAT

6542 2-8-0 G-67

Brooks December 1900 #3717

2-8-0 22x30-57"

Cleveland, Cincinnati, Chicago & Saint Louis #715

1905 sold to New York Central G-67 #6542

August 1917 scrapped

AAT

6543 2-8-0 G-67

Brooks December 1900 #3718

2-8-0 22x30-57"

Cleveland, Cincinnati, Chicago & Saint Louis #716

1905 sold to New York Central G-67 #6543

September 1916 scrapped

AAT

6544 2-8-0 G-67

Brooks December 1900 #3719

2-8-0 22x30-57"

Cleveland, Cincinnati, Chicago & Saint Louis #717

1905 to New York Central G-67 #6544

December 1916 scrapped

AAT

6545 2-8-0 G-67

Brooks December 1901 #3720

2-8-0 22x30-57"

Cleveland, Cincinnati, Chicago & Saint Louis #718

1905 to New York Central G-67 #6545

August 1917 scrapped

AAT

6546 2-8-0 G-67

Brooks December 1901 #3721

2-8-0 22x30-57"

Cleveland, Cincinnati, Chicago & Saint Louis #719

1905 sold to New York Central G-67 #6546

July 1916 scrapped

AAT

6547 2-8-0 G-67

Brooks December 1901 #3722

2-8-0 22x30-57"

Cleveland, Cincinnati, Chicago & Saint Louis #720

1905 sold to New York Central G-67 #6547

March 1910 rebuilt

October 1917 scrapped

6548 2-8-0 G-67

Brooks January 1901 #3725

2-8-0 22x30-57"

Cleveland, Cincinnati, Chicago & Saint Louis #721

1905 sold to New York Central G-67 #6548

March 1919 scrapped

AAT

6549 2-8-0 G-67

Brooks January 1901 #3726

2-8-0 22x30-57"

Cleveland, Cincinnati, Chicago & Saint Louis #722

October 1903 rebuilt

1905 sold to New York Central G-67 #6549

July 1910 to Canadian Northern Railway

August 1924 scrapped

AAT

6550 2-8-0 G-67

Brooks January 1901 #3727

2-8-0 22x30-57"

Cleveland, Cincinnati, Chicago & Saint Louis #723

1905 sold to New York Central G-67 #6550

March 1917 scrapped

AAT

6551 2-8-0 G-67

Brooks January 1901 #3728

2-8-0 22x30-57"

Cleveland, Cincinnati, Chicago & Saint Louis #724

1905 sold to New York Central G-67 #6551

January 1921 scrapped

AAT

6552 2-8-0 G-67

Brooks January 1901 #3729

2-8-0 22x30-57"

Cleveland, Cincinnati, Chicago & Saint Louis #725

1905 sold to New York Central G-67 #6552

December 1916 scrapped

AAT

6553 2-8-0 G-67

Brooks January 1901 #3730

2-8-0 22x30-57"

Cleveland, Cincinnati, Chicago & Saint Louis #726

May 1910 sold to New York Central G-67 #6553

December 1924 scrapped

AAT

6554 2-8-0 G-67

Brooks January 1901 #3731

2-8-0 22x30-57"

Cleveland, Cincinnati, Chicago & Saint Louis #727

May 1910 sold to New York Central G-67 #6554

December 1925 scrapped

AAT

6555 2-8-0 G-67

Brooks January 1901 #3732

2-8-0 22x30-57"

Cleveland, Cincinnati, Chicago & Saint Louis #728

1905 sold to New York Central G-67 #6555

August 1916 scrapped

AAT

6705 (1<sup>st</sup>) 2-8-0, 2-8-2 G-5t, H-5o

American Locomotive Company-Brooks Works 1907 #41831

2-8-0

New York Central (Cleveland, Cincinnati, Chicago & Saint Louis) G-5t

#6705 (1<sup>st</sup>)

July 1914 rebuilt

2-8-2

New York Central (Cleveland, Cincinnati, Chicago & Saint Louis) H-5o

#6705 (1<sup>st</sup>)

1936 to New York Central #1632

BAX

6706 (1<sup>st</sup>) 2-8-0, 2-8-2 G-5t, H-5o

American Locomotive Company-Brooks Works 1907 #41832

2-8-0

New York Central (Cleveland, Cincinnati, Chicago & Saint Louis) G-5t

#6706 (1<sup>st</sup>)

January 1915 rebuilt

2-8-2

New York Central (Cleveland, Cincinnati, Chicago & Saint Louis) H-5o

#6706 (1<sup>st</sup>)

1936 to New York Central #1633

BAX



6707 (1<sup>st</sup>) 2-8-0, 2-8-2 G-5t, H-5o  
American Locomotive Company-Brooks Works 1907 #41833  
2-8-0  
New York Central (Cleveland, Cincinnati, Chicago & Saint Louis) G-5t  
#6707 (1<sup>st</sup>)  
July 1914 rebuilt  
2-8-2  
New York Central (Cleveland, Cincinnati, Chicago & Saint Louis) H-5o  
#6707 (1<sup>st</sup>)  
1936 to New York Central #1634  
BAX

6708 2-8-2 H-5o  
American Locomotive Company-Brooks Works 00/1907 #41834  
New York Central #6708  
00/1936 to New York Central H-5o #1635 (2<sup>nd</sup>)  
00/1947 to New York Central #1550  
BAX

6714 (1<sup>st</sup>) 2-8-0, 2-8-2 G-5t, H-5o  
American Locomotive Company-Brooks Works 1907 #41840  
2-8-0  
New York Central (Cleveland, Cincinnati, Chicago & Saint Louis) G-5t  
#6714 (1<sup>st</sup>)  
February 1915 rebuilt  
2-8-2  
New York Central (Cleveland, Cincinnati, Chicago & Saint Louis) H-5o  
#6714 (1<sup>st</sup>)  
December 1925 to P&E #6714  
1936 to New York Central #1641  
BAX

6715 (1<sup>st</sup>) 2-8-0, 2-8-2 G-5t, H-5L  
American Locomotive Company-Brooks Works 1907 #41841  
2-8-0  
New York Central (Cleveland, Cincinnati, Chicago & Saint Louis) G-5t  
#6715 (1<sup>st</sup>)  
December 1913 rebuilt  
2-8-2  
New York Central (Cleveland, Cincinnati, Chicago & Saint Louis) H-5L  
#6715 (1<sup>st</sup>)  
1936 to New York Central #1642  
BAX

6720 (1<sup>st</sup>) 2-8-0, 2-8-2 G-5t, H-5o  
American Locomotive Company-Brooks Works 1907 #41846  
2-8-0  
New York Central (Cleveland, Cincinnati, Chicago & Saint Louis) G-5t  
#6720 (1<sup>st</sup>)  
July 1914 rebuilt  
2-8-2  
New York Central (Cleveland, Cincinnati, Chicago & Saint Louis) H-5o  
#6720 (1<sup>st</sup>)  
1936 to New York Central #1647  
BAX

6721 (1<sup>st</sup>) 2-8-0, 2-8-2 G-5t, H-5o  
American Locomotive Company-Brooks Works 1907 #41847  
2-8-0  
New York Central (Cleveland, Cincinnati, Chicago & Saint Louis) G-5t  
#6721 (1<sup>st</sup>)  
July 1914 rebuilt  
2-8-2  
New York Central (Cleveland, Cincinnati, Chicago & Saint Louis) H-5o  
#6721 (1<sup>st</sup>)  
August 1925 to P&E #6721  
1936 to New York Central #1648  
BAX

6722 (1<sup>st</sup>) 2-8-0, 2-8-2 G-5t, H-5o  
American Locomotive Company-Brooks Works 1907 #41848  
2-8-0  
New York Central (Cleveland, Cincinnati, Chicago & Saint Louis) G-5t  
#6722 (1<sup>st</sup>)  
January 1915 rebuilt  
2-8-2  
New York Central (Cleveland, Cincinnati, Chicago & Saint Louis) H-5o  
#6722 (1<sup>st</sup>)  
1936 to New York Central #1649  
BAX

6728 2-8-0  
American Locomotive Company-Brooks Works 1907 #44078  
2-8-0 23x32-63" 229,000  
New York Central (Cleveland, Cincinnati, Chicago & Saint Louis) #6728  
R97

6729 2-8-0  
American Locomotive Company-Brooks Works 1907 #44079  
2-8-0 23x32-63" 229,000  
New York Central (Cleveland, Cincinnati, Chicago & Saint Louis) #6729  
R97

6730 2-8-0  
American Locomotive Company-Brooks Works 1907 #44080  
2-8-0 23x32-63" 229,000  
New York Central (Cleveland, Cincinnati, Chicago & Saint Louis) #6730  
R97

6731 2-8-0  
American Locomotive Company-Brooks Works 1907 #44081  
2-8-0 23x32-63" 229,000  
New York Central (Cleveland, Cincinnati, Chicago & Saint Louis) #6731  
R97

6732 2-8-0  
American Locomotive Company-Brooks Works 1907 #44082  
2-8-0 23x32-63" 229,000  
New York Central (Cleveland, Cincinnati, Chicago & Saint Louis) #6732  
R97

6733 2-8-0  
American Locomotive Company-Brooks Works 1907 #44083  
2-8-0 23x32-63" 229,000  
New York Central (Cleveland, Cincinnati, Chicago & Saint Louis) #6733  
R97

6734 2-8-0  
American Locomotive Company-Brooks Works 1907 #44084  
2-8-0 23x32-63" 229,000  
New York Central (Cleveland, Cincinnati, Chicago & Saint Louis) #6734  
R97

6735 2-8-0  
American Locomotive Company-Brooks Works 1907 #44085  
2-8-0 23x32-63" 229,000  
New York Central (Cleveland, Cincinnati, Chicago & Saint Louis) #6735  
R97

6736 2-8-0  
American Locomotive Company-Brooks Works 1907 #44086  
2-8-0 23x32-63" 229,000  
New York Central (Cleveland, Cincinnati, Chicago & Saint Louis) #6736  
R97

6737 2-8-0  
American Locomotive Company-Brooks Works 1907 #44087  
2-8-0 23x32-63" 229,000  
New York Central (Cleveland, Cincinnati, Chicago & Saint Louis) #6737  
R97

6738 2-8-0  
American Locomotive Company-Brooks Works 1907 #44088  
2-8-0 23x32-63" 229,000  
New York Central (Cleveland, Cincinnati, Chicago & Saint Louis) #6738  
R97

6739 2-8-0  
American Locomotive Company-Brooks Works 1907 #44089  
2-8-0 23x32-63" 229,000  
New York Central (Cleveland, Cincinnati, Chicago & Saint Louis) #6739  
R97

6740 2-8-0

American Locomotive Company-Brooks Works 1907 #44090  
2-8-0 23x32-63" 229,000  
New York Central (Cleveland, Cincinnati, Chicago & Saint Louis) #6740  
R97

6741 2-8-0

American Locomotive Company-Brooks Works 1907 #44091  
2-8-0 23x32-63" 229,000  
New York Central (Cleveland, Cincinnati, Chicago & Saint Louis) #6741  
R97

6742 2-8-0

American Locomotive Company-Brooks Works 1907 #44092  
2-8-0 23x32-63" 229,000  
New York Central (Cleveland, Cincinnati, Chicago & Saint Louis) #6742  
R97

6743 2-8-0

American Locomotive Company-Brooks Works 1907 #44093  
2-8-0 23x32-63" 229,000  
New York Central (Cleveland, Cincinnati, Chicago & Saint Louis) #6743  
R97

6744 2-8-0

American Locomotive Company-Brooks Works 1907 #44094  
2-8-0 23x32-63" 229,000  
New York Central (Cleveland, Cincinnati, Chicago & Saint Louis) #6744  
R97

6745 2-8-0

American Locomotive Company-Brooks Works 1907 #44095  
2-8-0 23x32-63" 229,000  
New York Central (Cleveland, Cincinnati, Chicago & Saint Louis) #6745  
R97

6746 2-8-0

American Locomotive Company-Brooks Works 1907 #44096  
2-8-0 23x32-63" 229,000  
New York Central (Cleveland, Cincinnati, Chicago & Saint Louis) #6746  
R97

6747 2-8-0

American Locomotive Company-Brooks Works 1907 #44097  
2-8-0 23x32-63" 229,000  
New York Central (Cleveland, Cincinnati, Chicago & Saint Louis) #6747  
R97

6748 2-8-0

American Locomotive Company-Brooks Works 1907 #44098  
2-8-0 23x32-63" 229,000  
New York Central (Cleveland, Cincinnati, Chicago & Saint Louis) #6748  
R97

6749 2-8-0

American Locomotive Company-Brooks Works 1907 #44099  
2-8-0 23x32-63" 229,000  
New York Central (Cleveland, Cincinnati, Chicago & Saint Louis) #6749  
R97

6750 2-8-0

American Locomotive Company-Brooks Works 1907 #44100  
2-8-0 23x32-63" 229,000  
New York Central (Cleveland, Cincinnati, Chicago & Saint Louis) #6750  
R97

6751 2-8-0

American Locomotive Company-Brooks Works 1907 #44101  
2-8-0  
New York Central (Cleveland, Cincinnati, Chicago & Saint Louis) #6751  
R97

6752 2-8-0

American Locomotive Company-Brooks Works 1907 #44102  
2-8-0  
New York Central (Cleveland, Cincinnati, Chicago & Saint Louis) #6752  
R97

6753 2-8-0

American Locomotive Company-Brooks Works 1907 #44103  
2-8-0 23x32-63" 229,000  
New York Central (Cleveland, Cincinnati, Chicago & Saint Louis) #6753  
R97

6753 (2<sup>nd</sup>) 0-6-0 B-10z  
 American Locomotive Company-Cooke Works 1905 #30166  
 0-6-0  
 #177  
 1936 to New York Central (New York Central) B-10z #6753 (2<sup>nd</sup>)  
 March 1939 scrapped  
 BAX

6754 2-8-0  
 American Locomotive Company-Brooks Works 1907 #44104  
 2-8-0 23x32-63" 229,000  
 New York Central (Cleveland, Cincinnati, Chicago & Saint Louis) #6754  
 R97

6754 (2<sup>nd</sup>) 0-6-0 B-10z  
 American Locomotive Company-Cooke Works 1906 #30180  
 0-6-0  
 #191  
 1936 to New York Central (New York Central) B-10z #6754 (2<sup>nd</sup>)  
 June 1937 sold to Asbestos & Danville #27  
 BAX

6755 2-8-0  
 American Locomotive Company-Brooks Works 1907 #44105  
 2-8-0 23x32-63" 229,000  
 New York Central (Cleveland, Cincinnati, Chicago & Saint Louis) #6755  
 R97

6756 2-8-0  
 American Locomotive Company-Brooks Works 1907 #44106  
 2-8-0 23x32-63" 229,000  
 New York Central (Cleveland, Cincinnati, Chicago & Saint Louis) #6756  
 R97

6757 2-8-0  
 American Locomotive Company-Brooks Works 1907 #44107  
 2-8-0 23x32-63" 229,000  
 New York Central (Cleveland, Cincinnati, Chicago & Saint Louis) #6757  
 R97

6758 2-8-0  
 American Locomotion Company-Brooks Works 1907 #44108  
 2-8-0 23x32-63" 229,000  
 New York Central (Cleveland, Cincinnati, Chicago & Saint Louis) #6758  
 R97

6759 2-8-0  
 American Locomotive Company-Brooks Works 1907 #44109  
 2-8-0 23x32-63" 229,000  
 New York Central (Cleveland, Cincinnati, Chicago & Saint Louis) #6759  
 R97

6760 2-8-0  
 American Locomotive Company-Brooks Works 1907 #44110  
 2-8-0 23x32-63" 229,000  
 New York Central (Cleveland, Cincinnati, Chicago & Saint Louis) #6760  
 R97

6761 2-8-0  
 American Locomotive Company-Brooks Works 1907 #44111  
 2-8-0 23x32-63" 229,000  
 New York Central (Cleveland, Cincinnati, Chicago & Saint Louis) #6761  
 R97

6762 2-8-0  
 American Locomotive Company-Brooks Works 1907 #44112  
 2-8-0 23x32-63" 229,000  
 New York Central (Cleveland, Cincinnati, Chicago & Saint Louis) #6762  
 R97

6763 2-8-0  
 American Locomotive Company-Brooks Works 1907 #44113  
 2-8-0 23x32-63" 229,000  
 New York Central (Cleveland, Cincinnati, Chicago & Saint Louis) #6763  
 R97

6764 2-8-0  
 American Locomotive Company-Brooks Works 1907 #44114  
 2-8-0 23x32-63" 229,000  
 New York Central (Cleveland, Cincinnati, Chicago & Saint Louis) #6764  
 R97

6765 2-8-0  
 American Locomotive Company-Brooks Works 1907 #44115  
 2-8-0 23x32-63" 229,000  
 New York Central (Cleveland, Cincinnati, Chicago & Saint Louis) #6765  
 R97

6766 2-8-0

American Locomotive Company-Brooks Works 1907 #44116  
2-8-0 23x32-63" 229,000  
New York Central (Cleveland, Cincinnati, Chicago & Saint Louis) #6766  
R97

6766 (2<sup>nd</sup>) 0-6-0T B-10z

American Locomotive Company-Cooke Works 1906 #30178  
0-6-0  
#633  
1936 to New York Central (New York Central) B-10z #6766 (2<sup>nd</sup>)  
1940 to #X6766  
April 1952 scrapped  
BAX

6767 2-8-0

American Locomotive Company-Brooks Works 1907 #44117  
2-8-0 23x32-63" 229,000  
New York Central (Cleveland, Cincinnati, Chicago & Saint Louis) #6767  
R97

6768 2-8-0

American Locomotive Company-Brooks Works 1907 #44118  
2-8-0 23x32-63" 229,000  
New York Central (Cleveland, Cincinnati, Chicago & Saint Louis) #6768  
R97

6769 2-8-0

American Locomotive Company-Brooks Works 1907 #44119  
2-8-0 23x32-63" 229,000  
New York Central (Cleveland, Cincinnati, Chicago & Saint Louis) #6769  
R97

6770 2-8-0

American Locomotive Company-Brooks Works 1907 #44120  
2-8-0 23x32-63" 229,000  
New York Central (Cleveland, Cincinnati, Chicago & Saint Louis) #6770  
R97

6771 2-8-0

American Locomotive Company-Brooks Works 1907 #44121  
2-8-0 23x32-63" 229,000  
New York Central (Cleveland, Cincinnati, Chicago & Saint Louis) #6771  
R97

6772 2-8-0

American Locomotive Company-Brooks Works 1907 #44122  
2-8-0 23x32-63" 229,000  
New York Central (Cleveland, Cincinnati, Chicago & Saint Louis) #6772  
R97

6773 2-8-0

American Locomotive Company-Brooks Works 1907 #44123  
2-8-0 23x32-63" 229,000  
New York Central (Cleveland, Cincinnati, Chicago & Saint Louis) #6773  
R97

6774 2-8-0

American Locomotive Company-Brooks Works 1907 #44124  
2-8-0 23x32-63" 229,000  
New York Central (Cleveland, Cincinnati, Chicago & Saint Louis) #6774  
R97

6775 2-8-0

American Locomotive Company-Brooks Works 1907 #44125  
2-8-0 23x32-63" 229,000  
New York Central (Cleveland, Cincinnati, Chicago & Saint Louis) #6775  
R97

6776 2-8-0

American Locomotive Company-Brooks Works 1907 #44126  
2-8-0 23x32-63" 229,000  
New York Central (Cleveland, Cincinnati, Chicago & Saint Louis) #6776  
R97

6777 2-8-0

American Locomotive Company-Brooks Works 1907 #44127  
2-8-0 23x32-63" 229,000  
New York Central (Cleveland, Cincinnati, Chicago & Saint Louis) #6777  
R97

6778 2-8-0

American Locomotive Company-Brooks Works 1907 #44128  
2-8-0 23x32-63" 229,000  
New York Central (Cleveland, Cincinnati, Chicago & Saint Louis) #6778  
R97

6779 2-8-0

American Locomotive Company-Brooks Works 1907 #44129  
2-8-0 23x32-63" 229,000  
New York Central (Cleveland, Cincinnati, Chicago & Saint Louis) #6779  
R97

6780 2-8-0

American Locomotive Company-Brooks Works 1907 #44130  
2-8-0 23x32-63" 229,000  
New York Central (Cleveland, Cincinnati, Chicago & Saint Louis) #6780  
R97

6781 2-8-0

American Locomotive Company-Brooks Works 1907 #44131  
2-8-0 23x32-63" 229,000  
New York Central (Cleveland, Cincinnati, Chicago & Saint Louis) #6781  
R97

6782 2-8-0

American Locomotive Company-Brooks Works 1907 #44132  
2-8-0 23x32-63" 229,000  
New York Central (Cleveland, Cincinnati, Chicago & Saint Louis) #6782  
R97

6783 2-8-0

American Locomotive Company-Brooks Works 1907 #44073  
2-8-0 23x32-63" 229,000  
New York Central (P&E) #6783  
R97

6784 2-8-0

American Locomotive Company-Brooks Works 1907 #44074  
2-8-0 23x32-63" 229,000  
New York Central (P&E) #6784  
R97

6785 2-8-0

American Locomotive Company-Brooks Works 1907 #44075  
2-8-0 23x32-63" 229,000  
New York Central (P&E) #6785  
R97

6786 2-8-0

American Locomotive Company-Brooks Works 1907 #44076  
2-8-0 23x32-63" 229,000  
New York Central (P&E) #6786  
R97

6787 2-8-0

American Locomotive Company-Brooks Works 1907 #44077  
2-8-0 23x32-63" 229,000  
New York Central (P&E) #6787  
R97

6799 0-6-0

Schenectady 1900 #5518  
0-6-0  
New York Central #321  
1923 to New York Central (New York Central) B-2 #1955 (1<sup>st</sup>)  
1936 to New York Central #6799  
BAX

6843 2-8-0

American Locomotive Company-Brooks Works 1912 #50711  
2-8-0 25x30-57" 250,000  
New York Central (Cleveland, Cincinnati, Chicago & Saint Louis) #6843  
R97

6844 2-8-0

American Locomotive Company-Brooks Works 1912 #50712  
2-8-0 25x30-57" 250,000  
New York Central (Cleveland, Cincinnati, Chicago & Saint Louis) #6844  
R97

6845 2-8-0

American Locomotive Company-Brooks Works 1912 #50713  
2-8-0 25x30-57" 250,000  
New York Central (Cleveland, Cincinnati, Chicago & Saint Louis) #6845  
R97

6846 2-8-0

American Locomotive Company-Brooks Works 1912 #50714  
2-8-0 25x30-57" 250,000  
New York Central (Cleveland, Cincinnati, Chicago & Saint Louis) #6846  
R97

6847 2-8-0  
 American Locomotive Company-Brooks Works 1912 #50715  
 2-8-0 25x30-57" 250,000  
 New York Central (Cleveland, Cincinnati, Chicago & Saint Louis) #6847  
 R97

6848 2-8-0  
 American Locomotive Company-Brooks Works 1912 #50716  
 2-8-0 25x30-57" 250,000  
 New York Central (Cleveland, Cincinnati, Chicago & Saint Louis) #6848  
 R97

6849 2-8-0  
 American Locomotive Company-Brooks Works 1912 #50717  
 2-8-0 25x30-57" 250,000  
 New York Central (Cleveland, Cincinnati, Chicago & Saint Louis) #6849  
 R97

6850 2-8-0  
 American Locomotive Company-Brooks Works 1912 #50718  
 2-8-0 25x30-57" 250,000  
 New York Central (Cleveland, Cincinnati, Chicago & Saint Louis) #6850  
 R97

6851 2-8-0  
 American Locomotive Company-Brooks Works 1912 #50719  
 2-8-0 25x30-57" 250,000  
 New York Central (Cleveland, Cincinnati, Chicago & Saint Louis) #6851  
 R97

6852 2-8-0  
 American Locomotive Company-Brooks Works 1912 #50720  
 2-8-0 25x30-57" 250,000  
 New York Central (Cleveland, Cincinnati, Chicago & Saint Louis) #6852  
 R97

6853 2-8-0  
 American Locomotive Company-Brooks Works 1912 #50721  
 2-8-0 25x30-57" 250,000  
 New York Central (Cleveland, Cincinnati, Chicago & Saint Louis) #6853  
 R97

6915 4-4-2  
 American Locomotive Company-Brooks Works 00/1903 #27961  
 4-4-2  
 New York Central (Cleveland, Cincinnati, Chicago & Saint Louis) I-62  
 #374 (5<sup>th</sup>)  
 00/1905 to New York Central #6915  
 BAX

6916 4-4-2  
 American Locomotive Company-Brooks Works 00/1903 #27962  
 4-4-2  
 New York Central (Cleveland, Cincinnati, Chicago & Saint Louis) I-62  
 #375 (5<sup>th</sup>)  
 00/1905 to New York Central #6916  
 BAX

6928 4-4-2  
 American Locomotive Company-Brooks Works 00/1903 #27964  
 4-4-2  
 P&E #573  
 00/1905 to New York Central (Cleveland, Cincinnati, Chicago & Saint  
 Louis) I-62a #361 (4<sup>th</sup>)  
 00/1905 to New York Central #6928  
 BAX

6929 4-4-2  
 American Locomotive Company-Brooks Works 00/1903 #27965  
 4-4-2  
 P&E #574  
 00/1905 to New York Central (Cleveland, Cincinnati, Chicago & Saint  
 Louis) I-62a #362 (4<sup>th</sup>)  
 00/1905 to New York Central #6929  
 BAX

6960 (1<sup>st</sup>) 2-8-2 H-5l  
 American Locomotive Company-Brooks Works 1906 #39958  
 2-8-0  
 #6653  
 December 1913 rebuilt  
 2-8-2  
 New York Central (New York Central) H-5l #6960 (1<sup>st</sup>)  
 1914 to #6020  
 BAX

6961 (1<sup>st</sup>) 2-8-2 H-5l

American Locomotive Company-Brooks Works 1906 #39973

2-8-0

#6663

December 1913 rebuilt

2-8-2

New York Central (New York Central) H-5l #6961 (1<sup>st</sup>)

1914 to #6021

BAX

6966 (1<sup>st</sup>) 2-8-2 H-5l

American Locomotive Company-Brooks Works 1906 #39968

2-8-0

#6658

December 1913 rebuilt

2-8-2

New York Central (New York Central) H-5l #6966 (1<sup>st</sup>)

1914 to #6026

BAX

6968 (1<sup>st</sup>) 2-8-2 H-5l

American Locomotive Company-Brooks Works 1906 #39974

2-8-0

#6664

December 1913 rebuilt

2-8-2

New York Central (New York Central) H-5l #6968 (1<sup>st</sup>)

1914 to #6028

BAX

6972 (1<sup>st</sup>) 2-8-2 H-5l

American Locomotive Company-Brooks Works 1906 #39962

2-8-0

#6657

December 1913 rebuilt

2-8-2

New York Central (New York Central) H-5l #6972 (1<sup>st</sup>)

1914 to #6032

BAX

7040 4-4-0 C-63

Cuyahoga shop 1856 #265

4-4-0

December 1888 rebuilt by CCC&I

Cleveland, Cincinnati, Chicago & Saint Louis #101

1905 to New York Central (Cleveland, Cincinnati, Chicago & Saint Louis)

C-63 #7040 (1<sup>st</sup>)

April 1914 scrapped

BAX

7041 4-4-0 C-63

Cuyahoga shop 1854 #215

4-4-0

January 1888 rebuilt by CCC&I

Cleveland, Cincinnati, Chicago & Saint Louis #119

1905 to New York Central (Cleveland, Cincinnati, Chicago & Saint Louis)

C-63 #7041 (1<sup>st</sup>)

May 1915 scrapped

BAX

7061 0-6-0

American Locomotive Company-Schenectady Works 1910 #47506

0-6-0

New York Central (Lake Shore & Michigan Southern) B-56f #4561 (1<sup>st</sup>)

1936 to New York Central #7061

BAX

7063 0-6-0

American Locomotive Company-Pittsburgh Works 1911 #49621

0-6-0

New York Central (Lake Shore & Michigan Southern) B-56g #4563 (1<sup>st</sup>)

1936 to New York Central #7063

BAX

7064 0-6-0

American Locomotive Company-Pittsburgh Works 1911 #49622

0-6-0

New York Central (Lake Shore & Michigan Southern) B-56g #4564 (1<sup>st</sup>)

1936 to New York Central #7064

BAX



7065 0-6-0

American Locomotive Company-Pittsburgh Works 1911 #49623

0-6-0

New York Central (Lake Shore & Michigan Southern) B-56g #4565 (1<sup>st</sup>)

1936 to New York Central #7065

BAX

7066 0-6-0

American Locomotive Company-Pittsburgh Works 1911 #49624

0-6-0

New York Central (Lake Shore & Michigan Southern) B-56g #4566 (1<sup>st</sup>)

1936 to New York Central #7066

BAX

7067 0-6-0

American Locomotive Company-Pittsburgh Works 1911 #49625

0-6-0

New York Central (Lake Shore & Michigan Southern) B-56g #4567 (1<sup>st</sup>)

1936 to New York Central #7067

BAX

7287 (2<sup>nd</sup>) 0-8-0 U-1b

American Locomotive Company-Schenectady Works 1913 #54142

0-8-0

#4287

1936 to New York Central U-1b #7287 (2<sup>nd</sup>)

December 1951 retired from service

February 1952 sold as scrap

BAX

7288 (2<sup>nd</sup>) 0-8-0 U-1b

American Locomotive Company-Schenectady Works 1913 #54143

0-8-0

#4288

1936 to New York Central U-1b #7288 (2<sup>nd</sup>)

December 1936 leased to Pittsburgh & Lake Erie #7288

February 1950 scrapped

BAX

7289 (2<sup>nd</sup>) 0-8-0 U-1b

American Locomotive Company-Schenectady Works 1913 #54144

0-8-0

#4289

1936 to New York Central U-1b #7289 (2<sup>nd</sup>)

December 1936 leased to Pittsburgh & Lake Erie #7289

September 1950 scrapped

BAX

7290 (2<sup>nd</sup>) 0-8-0 U-1a

American Locomotive Company-Schenectady Works 1913 #54145

0-8-0

#4290

1936 to New York Central U-1a #7290 (2<sup>nd</sup>)

December 1936 leased to Pittsburgh & Lake Erie #7290

December 1949 scrapped

BAX

7291 (2<sup>nd</sup>) 0-8-0 U-1a

American Locomotive Company-Schenectady Works 1913 #54146

0-8-0

#4291

1936 to New York Central U-1a #7291 (2<sup>nd</sup>)

March 1950 retired from service

March 1950 scrapped

BAX

7292 (2<sup>nd</sup>) 0-8-0 U-1a

American Locomotive Company-Schenectady Works 1913 #54147

0-8-0

#4292

1936 to New York Central U-1a #7292 (2<sup>nd</sup>)

December 1936 leased to Pittsburgh & Lake Erie #7292

February 1952 sold as scrap

BAX

7293 (1<sup>st</sup>) 0-6-0 B-74a

American Locomotive Company-Dickson Works 1903 #28327

0-6-0

Cleveland, Cincinnati, Chicago & Saint Louis #8

1905 to New York Central (Cleveland, Cincinnati, Chicago & Saint Louis)

B-74a #7293 (1<sup>st</sup>)

November 1926 scrapped

BAX

7293 (2<sup>nd</sup>) 0-8-0 U-1a

American Locomotive Company-Schenectady Works 1913 #54148

0-8-0

#4293

1936 to New York Central U-1a #7293 (2<sup>nd</sup>)

December 1936 leased to Pittsburgh & Lake Erie #7293

June 1952 retired from service

BAX

7294 (1<sup>st</sup>) 0-6-0 B-74a

American Locomotive Company-Dickson Works 1903 #28328

0-6-0

Cleveland, Cincinnati, Chicago & Saint Louis #9

1905 to New York Central (Cleveland, Cincinnati, Chicago & Saint Louis)

B-74a #7294 (1<sup>st</sup>)

January 1923 to Muncie Belt #2 (2<sup>nd</sup>)

December 1930 scrapped

BAX

7294 (2<sup>nd</sup>) 0-8-0 U-1a

American Locomotive Company-Schenectady Works 1913 #54149

0-8-0

#4294

1936 to New York Central U-1a #7294 (2<sup>nd</sup>)

December 1936 leased to Pittsburgh & Lake Erie #7294

November 1950 scrapped

BAX

7295 (1<sup>st</sup>) 0-6-0 B-74a

American Locomotive Company-Dickson Works 1903 #28329

0-6-0

Cleveland, Cincinnati, Chicago & Saint Louis #10

1905 to New York Central (Cleveland, Cincinnati, Chicago & Saint Louis)

B-74a #7295 (1<sup>st</sup>)

April 1927 scrapped

BAX

7295 (2<sup>nd</sup>) 0-8-0 U-1a

American Locomotive Company-Schenectady Works 1913 #54150

0-8-0

#4295

1936 to New York Central U-1a #7295 (2<sup>nd</sup>)

December 1936 leased to Pittsburgh & Lake Erie #7295

June 1951 scrapped

BAX

7296 (1<sup>st</sup>) 0-6-0 B-74a

American Locomotive Company-Dickson Works 1903 #28331

0-6-0

Cleveland, Cincinnati, Chicago & Saint Louis #11

1905 to New York Central (Cleveland, Cincinnati, Chicago & Saint Louis)

B-74a #7296 (1<sup>st</sup>)

July 1929 scrapped

BAX

7296 (2<sup>nd</sup>) 0-8-0 U-1a

American Locomotive Company-Schenectady Works 1913 #54151

0-8-0

#4296

1936 to New York Central U-1a #7296 (2<sup>nd</sup>)

December 1936 leased to Pittsburgh & Lake Erie #7296

July 1950 sold as scrap

BAX

7297 (1<sup>st</sup>) 0-6-0 B-74a

American Locomotive Company-Dickson Works 1903 #28332

0-6-0

Cleveland, Cincinnati, Chicago & Saint Louis #12

1905 to New York Central (Cleveland, Cincinnati, Chicago & Saint Louis)

B-74a #7297 (1<sup>st</sup>)

March 1926 sold to Geo. E. Enos Coal

BAX

7297 (2<sup>nd</sup>) 0-8-0 U-1a

American Locomotive Company-Schenectady Works 1913 #54152

0-8-0

#4297

1936 to New York Central U-1a #7297 (2<sup>nd</sup>)

March 1950 retired from service

April 1950 scrapped

BAX

7298 (1<sup>st</sup>) 0-6-0 B-74a

American Locomotive Company-Dickson Works 1903 #28333

0-6-0

Cleveland, Cincinnati, Chicago & Saint Louis #13

1905 to New York Central (Cleveland, Cincinnati, Chicago & Saint Louis)

B-74a #7298 (1<sup>st</sup>)

November 1927 scrapped

BAX

7298 (2<sup>nd</sup>) 0-8-0 U-1a

American Locomotive Company-Schenectady Works 1913 #54153

0-8-0

#4298

1936 to New York Central U-1a #7298 (2<sup>nd</sup>)

May 1949 retired from service

October 1949 scrapped

BAX

7299 (1<sup>st</sup>) 0-6-0 B-74a

American Locomotive Company-Dickson Works 1903 #28334

0-6-0

Cleveland, Cincinnati, Chicago & Saint Louis #14

1905 to New York Central (Cleveland, Cincinnati, Chicago & Saint Louis)

B-74a #7299 (1<sup>st</sup>)

December 1925 scrapped

BAX

7299 (2<sup>nd</sup>) 0-8-0 U-1a

American Locomotive Company-Schenectady Works 1913 #54154

0-8-0

#4299

1936 to New York Central U-1a #7299 (2<sup>nd</sup>)

December 1936 leased to Pittsburgh & Lake Erie #7299

December 1949 scrapped

BAX

7300 (1<sup>st</sup>) 0-6-0 B-74a

American Locomotive Company-Dickson Works 1903 #28335

0-6-0

Cleveland, Cincinnati, Chicago & Saint Louis #15

1905 to New York Central (Cleveland, Cincinnati, Chicago & Saint Louis)

B-74a #7300 (1<sup>st</sup>)

June 1928 scrapped

BAX

7301 (1<sup>st</sup>) 0-6-0 B-74a

American Locomotive Company-Dickson Works 1903 #28336

0-6-0

Cleveland, Cincinnati, Chicago & Saint Louis #16

1905 to New York Central (Cleveland, Cincinnati, Chicago & Saint Louis)

B-74a #7301 (1<sup>st</sup>)

June 1929 scrapped

BAX

7302 (1<sup>st</sup>) 0-6-0 B-74a

American Locomotive Company-Dickson Works 1904 #28553

0-6-0

Cleveland, Cincinnati, Chicago & Saint Louis #17

1905 to New York Central (Cleveland, Cincinnati, Chicago & Saint Louis)

B-74a #7302 (1<sup>st</sup>)

July 1929 scrapped

BAX

7900 2-8-2

American Locomotive Company-Brooks Works 1913 #54092

2-8-2 27x30-63" 322,000

New York Central (Michigan Central) #7900

R97

7901 2-8-2

American Locomotive Company-Brooks Works 1913 #54093

2-8-2 27x30-63" 322,000

New York Central (Michigan Central) #7901

R97

7902 2-8-2

American Locomotive Company-Brooks Works 1913 #54094

2-8-2 27x30-63" 322,000

New York Central (Michigan Central) #7902

R97

7903 2-8-2

American Locomotive Company-Brooks Works 1913 #54095

2-8-2 27x30-63" 322,000

New York Central (Michigan Central) #7903

R97

7904 2-8-2

American Locomotive Company-Brooks Works 1913 #54096

2-8-2 27x30-63" 322,000

New York Central (Michigan Central) #7904

R97

7905 2-8-2

American Locomotive Company-Brooks Works 1913 #54097

2-8-2 27x30-63" 322,000

New York Central (Michigan Central) #7905

R97

7906 2-8-2

American Locomotive Company-Brooks Works 1913 #54098

2-8-2 27x30-63" 322,000

New York Central (Michigan Central) #7906

R97

7907 2-8-2

American Locomotive Company-Brooks Works 1913 #54099

2-8-2 27x30-63" 322,000

New York Central (Michigan Central) #7907

R97

7908 2-8-2

American Locomotive Company-Brooks Works 1913 #54100

2-8-2 27x30-63" 322,000

New York Central (Michigan Central) #7908

R97

7909 2-8-2

American Locomotive Company-Brooks Works 1913 #54101

2-8-2 27x30-63" 322,000

New York Central (Michigan Central) #7909

R97

7910 2-8-2

American Locomotive Company-Brooks Works 1913 #54102

2-8-2 27x30-63" 322,000

New York Central (Michigan Central) #7910

R97

7911 2-8-2

American Locomotive Company-Brooks Works 1913 #54103

2-8-2 27x30-63" 322,000

New York Central (Michigan Central) #7911

R97

7912 2-8-2

American Locomotive Company-Brooks Works 1913 #54104

2-8-2 27x30-63" 322,000

New York Central (Michigan Central) #7912

R97

7913 2-8-2

American Locomotive Company-Brooks Works 1913 #54105  
2-8-2 27x30-63" 322,000  
New York Central (Michigan Central) #7913  
R97

7914 2-8-2

American Locomotive Company-Brooks Works 1913 #54106  
2-8-2 27x30-63" 322,000  
New York Central (Michigan Central) #7914  
R97

7915 2-8-2

American Locomotive Company-Brooks Works 1913 #54107  
2-8-2 27x30-63" 322,000  
New York Central (Michigan Central) #7915  
R97

7916 2-8-2

American Locomotive Company-Brooks Works 1913 #54108  
2-8-2 27x30-63" 322,000  
New York Central (Michigan Central) #7916  
R97

7917 2-8-2

American Locomotive Company-Brooks Works 1913 #54109  
2-8-2 27x30-63" 322,000  
New York Central (Michigan Central) #7917  
R97

7918 2-8-2

American Locomotive Company-Brooks Works 1913 #54110  
2-8-2 27x30-63" 322,000  
New York Central (Michigan Central) #7918  
R97

7919 2-8-2

American Locomotive Company-Brooks Works 1913 #54111  
2-8-2 27x30-63" 322,000  
New York Central (Michigan Central) #7919  
R97

7920 2-8-2

American Locomotive Company-Brooks Works 1913 #54112  
2-8-2 27x30-63" 322,000  
New York Central (Michigan Central) #7920  
R97

7921 2-8-2

American Locomotive Company-Brooks Works 1913 #54113  
2-8-2 27x30-63" 322,000  
New York Central (Michigan Central) #7921  
R97

7922 2-8-2

American Locomotive Company-Brooks Works 1913 #54114  
2-8-2 27x30-63" 322,000  
New York Central (Michigan Central) #7922  
R97

7923 2-8-2

American Locomotive Company-Brooks Works 1913 #54115  
2-8-2 27x30-63" 322,000  
New York Central (Michigan Central) #7923  
R97

7924 2-8-2

American Locomotive Company-Brookw Works 1913 #54116  
2-8-2 27x30-63" 322,000  
New York Central (Michigan Central) #7924  
R97

7925 2-8-2

American Locomotive Company-Brooks Works 1913 #54117  
2-8-2 27x30-63" 322,000  
New York Central (Michigan Central) #7925  
R97

7926 2-8-2

American Locomotive Company-Brooks Works 1913 #54118  
2-8-2 27x30-63" 322,000  
New York Central (Michigan Central) #7926  
R97

7927 2-8-2

American Locomotive Company-Brooks Works 1913 #54119  
2-8-2 27x30-63" 322,000  
New York Central (Michigan Central) #7927  
R97

7928 2-8-2

American Locomotive Company-Brooks Works 1913 #54120  
2-8-2 27x30-63" 322,000  
New York Central (Michigan Central) #7928  
R97

7929 2-8-2

American Locomotive Company-Brooks Works 1913 #54121  
2-8-2 27x30-63" 322,000  
New York Central (Michigan Central) #7929  
R97

7930 2-8-2

American Locomotive Company-Brooks Works 1913 #54122  
2-8-2 27x30-63" 322,000  
New York Central (Michigan Central) #7930  
R97

7931 2-8-2

American Locomotive Company-Brooks Works 1913 #54123  
2-8-2 27x30-63" 322,000  
New York Central (Michigan Central) #7931  
R97

7932 2-8-2

American Locomotive Company-Brooks Works 1913 #54124  
2-8-2 27x30-63" 322,000  
New York Central (Michigan Central) #7932  
R97

7933 2-8-2

American Locomotive Company-Brooks Works 1913 #54125  
2-8-2 27x30-63" 322,000  
New York Central (Michigan Central) #7933  
R97

7934 2-8-2

American Locomotive Company-Brooks Works 1913 #54126  
2-8-2 27x30-63" 322,000  
New York Central (Michigan Central) #7934  
R97

8000 2-8-2

2-8-2  
New York Central #8000

8382 (1<sup>st</sup>) 2-6-0 E-47c

Lake Shore & Michigan Southern #5303  
May 1909 to New York Central (Michigan Central) E-47c #8382 (1<sup>st</sup>)  
March 1923 retired from service  
BAX

8416 4-6-2

American Locomotive Company-Montreal Works 1908 #45649  
4-6-2 22x26-75" 235,000  
New York Central (Michigan Central) #8416  
R97

8417 4-6-2

American Locomotive Company-Montreal Works 1908 #45650  
4-6-2 22x26-75" 235,000  
New York Central (Michigan Central) #8417  
R97

8418 4-6-2

American Locomotive Company-Montreal Works 1908 #45651  
4-6-2  
New York Central (Michigan Central) #8418  
R97

8459 4-6-2

American Locomotive Company-Schenectady Works 1908 #45652  
4-6-2 22x26-75" 235,000  
New York Central (Michigan Central) #8459  
R97

8460 4-6-2

American Locomotive Company-Schenectady Works 1908 #45653  
4-6-2 22x26-75" 235,000  
New York Central (Michigan Central) #8460  
R97

8461 (1<sup>st</sup>) 4-6-2

American Locomotive Company-Schenectady Works 00/1909 #46246  
4-6-2

New York Central (Michigan Central) K-80j #8461 (1<sup>st</sup>)

July 1933 retired from service

BAX

8464 (1<sup>st</sup>) 4-6-2

American Locomotive Company-Schenectady Works 00/1909 #46249  
4-6-2

New York Central (Michigan Central) K-80j #8464 (1<sup>st</sup>)

May 1932 retired from service

BAX

8467 (1<sup>st</sup>) 4-6-2 K-80L

American Locomotive Company-Schenectady Works 00/1910 #47228  
4-6-2

New York Central (Michigan Central) K-80L #8467 (1<sup>st</sup>)

June 1933 retired from service

BAX

8470 (1<sup>st</sup>) 4-6-2 K-80L

American Locomotive Company-Schenectady Works 00/1910 #47231  
4-6-2

New York Central (Michigan Central) K-80L #8470 (1<sup>st</sup>)

July 1933 retired from service

BAX

8492 4-6-2

American Locomotive Company-Schenectady Works 1913 #54084  
4-6-2 23½x26-79" 273,000

New York Central (Michigan Central) #8492

R97

8493 4-6-2

American Locomotive Company-Schenectady Works 1913 #54085  
4-6-2 23½x26-79" 273,000

New York Central (Michigan Central) #8493

R97

8494 4-6-2

American Locomotive Company-Schenectady Works 1913 #54086  
4-6-2 23½x26-79" 273,000

New York Central (Michigan Central) #8494

R97

8495 (1<sup>st</sup>) 4-6-2 K-3f

American Locomotive Company-Schenectady Works 1913 #54087  
4-6-2 23½x26-79" 273,000

New York Central (Michigan Central) K-3f #8495 (1<sup>st</sup>)

1915 to #8303

BAX, R97

8496 (1<sup>st</sup>) 4-6-2 K-3f

American Locomotive Company-Schenectady Works 1913 #54088  
4-6-2 23½x26-79" 273,000

New York Central (Michigan Central) K-3f #8496 (1<sup>st</sup>)

1915 to #8304

BAX, R97

8497 (1<sup>st</sup>) 4-6-2 K-3f

American Locomotive Company-Schenectady Works 1913 #54089  
4-6-2 23½x26-79" 273,000

New York Central (Michigan Central) K-3f #8497 (1<sup>st</sup>)

1915 to #8305

BAX, R97

8498 (1<sup>st</sup>) 4-6-2 K-3f

American Locomotive Company-Schenectady Works 1913 #54090  
4-6-2 23½x26-79" 273,000

New York Central (Michigan Central) K-3f #8498 (1<sup>st</sup>)

1915 to #8306

BAX, R97

8499 4-6-2

American Locomotive Company-Schenectady Works 1913 #54091  
4-6-2 23½x26-79" 273,000

New York Central (Michigan Central) #8499

R97

8533 (1<sup>st</sup>) 0-6-0 B-82b

Saint Thomas shop 1892 #7

0-6-0

Michigan Central #336

1905 to New York Central (Michigan Central) B-82b #8533 (1<sup>st</sup>)

September 1915 sold to Essex Terminal #5

BAX

8534 (1<sup>st</sup>) 0-6-0 B-82b  
Saint Thomas shop 1893 #10  
0-6-0  
Michigan Central #338  
1905 to New York Central (Michigan Central) B-82b #8534 (1<sup>st</sup>)  
December 1923 retired from service  
BAX

8535 (1<sup>st</sup>) 0-6-0 B-82b  
Saint Thomas shop 1896 #18  
0-6-0  
Michigan Central #331  
1905 to New York Central (Michigan Central) B-82b #8535 (1<sup>st</sup>)  
August 1920 retired from service  
BAX

8536 (1<sup>st</sup>) 0-6-0 B-82b  
Saint Thomas shop 1896 #17  
0-6-0  
Michigan Central #332  
1905 to New York Central (Michigan Central) B-82b #8536 (1<sup>st</sup>)  
April 1917 scrapped  
BAX

8537 (1<sup>st</sup>) 0-6-0 B-82b  
Saint Thomas shop 1897 #21  
0-6-0  
Michigan Central #334  
1905 to New York Central (Michigan Central) B-82b #8537 (1<sup>st</sup>)  
May 1919 retired from service  
BAX

8538 (1<sup>st</sup>) 0-6-0 B-82b  
Saint Thomas shop 1898 #23  
0-6-0  
Michigan Central #330  
1905 to New York Central (Michigan Central) B-82b #8538 (1<sup>st</sup>)  
April 1922 retired from service  
BAX

8539 (1<sup>st</sup>) 0-6-0 B-82b  
Saint Thomas shop 1898 #22  
0-6-0  
Michigan Central #335  
1905 to New York Central (Michigan Central) B-82b #8539 (1<sup>st</sup>)  
April 1929 retired from service  
BAX

8540 (1<sup>st</sup>) 0-6-0 B-82d  
Saint Thomas shop 1899 #25  
0-6-0  
Michigan Central #328  
1905 to New York Central (Michigan Central) B-82d #8540 (1<sup>st</sup>)  
August 1922 sold to Essex County Highway Commission  
BAX

8541 (1<sup>st</sup>) 0-6-0 B-82d  
Saint Thomas shop 1899 #17  
0-6-0  
Michigan Central #329  
1905 to New York Central (Michigan Central) B-82d #8541 (1<sup>st</sup>)  
December 1923 scrapped  
BAX

8542 (1<sup>st</sup>) 0-6-0 B-82d  
Saint Thomas shop 1900 #29  
0-6-0  
Michigan Central #342  
1905 to New York Central (Michigan Central) B-82d #8542 (1<sup>st</sup>)  
August 1928 sold  
BAX

8543 (1<sup>st</sup>) 0-6-0 B-82d  
Saint Thomas shop 1900 #30  
0-6-0  
Michigan Central #343  
1905 to New York Central (Michigan Central) B-82d #8543 (1<sup>st</sup>)  
October 1926 scrapped  
BAX



8572 (1<sup>st</sup>) 0-6-0 B-84  
Saint Thomas shop 1901 #35  
0-6-0  
Michigan Central #344  
1905 to New York Central (Canada Southern) B-84 #8572 (1<sup>st</sup>)  
July 1929 sold  
BAX

8573 (1<sup>st</sup>) 0-6-0 B-84  
Saint Thomas shop 1901 #36  
0-6-0  
Michigan Central #345  
1905 to New York Central (Canada Southern) B-84 #8573 (1<sup>st</sup>)  
March 1932 scrapped  
BAX

8574 (1<sup>st</sup>) 0-6-0 B-84  
Saint Thomas shop 1902 #40  
0-6-0  
Michigan Central #346  
1905 to New York Central (Canada Southern) B-84 #8574 (1<sup>st</sup>)  
August 1929 scrapped  
BAX

8575 (1<sup>st</sup>) 0-6-0 B-84  
Saint Thomas shop 1902 #42  
0-6-0  
Michigan Central #347  
1905 to New York Central (Canada Southern) B-84 #8575 (1<sup>st</sup>)  
August 1929 scrapped  
BAX

8576 (1<sup>st</sup>) 0-6-0 B-84b  
Saint Thomas shop 1905 #55  
0-6-0  
New York Central (Canada Southern) B-84b #8576 (1<sup>st</sup>)  
March 1929 retired from service  
BAX

8577 (1<sup>st</sup>) 0-6-0 B-84b  
Saint Thomas shop 1905 #56  
0-6-0  
New York Central (Canada Southern) B-84b #8577 (1<sup>st</sup>)  
September 1926 retired from service  
BAX

8578 (1<sup>st</sup>) 0-6-0 B-84b  
Saint Thomas shop 1905 #57  
0-6-0  
New York Central (Canada Southern) B-84b #8578 (1<sup>st</sup>)  
August 1929 sold to Sheridan Equipment Company  
BAX

8579 (1<sup>st</sup>) 0-6-0 B-84b  
Saint Thomas shop 1905 #58  
0-6-0  
New York Central (Canada Southern) B-84b #8579 (1<sup>st</sup>)  
June 1929 retired from service  
BAX

8570 (1<sup>st</sup>) 0-6-0 B-84b  
Saint Thomas shop 1905 #61  
0-6-0  
New York Central (Canada Southern) B-84b #8580 (1<sup>st</sup>)  
April 1928 retired from service  
BAX

8581 (1<sup>st</sup>) 0-6-0 B-84b  
Saint Thomas shop 1905 #62  
0-6-0  
New York Central (Canada Southern) B-84b #8581 (1<sup>st</sup>)  
May 1931 sold to Brunner Mond Canada Limited  
BAX

8700 0-8-8-0  
American Locomotive Company-Brooks Works 1916 #56021  
0-8-8-0 26/40x28-51" 466,000  
New York Central (Michigan Central) #8700  
R97

8701 0-8-8-0

American Locomotive Company-Brooks Works 1916 #56022  
0-8-8-0 26/40x28-51" 466,000  
New York Central (Michigan Central) #8701  
R97

8820 0-6-0

American Locomotive Company-Pittsburgh Works 1913 #53501  
0-6-0 21x28-57" 171,000  
New York Central (Michigan Central) #8820  
R97

8821 0-6-0

American Locomotive Company-Pittsburgh Works 1913 #53502  
0-6-0 21x28-57" 171,000  
New York Central (Michigan Central) #8821  
R97

8822 0-6-0

American Locomotive Company-Pittsburgh Works 1913 #53503  
0-6-0 21x28-57" 171,000  
New York Central (Michigan Central) #8822  
R97

8823 0-6-0

American Locomotive Company-Pittsburgh Works 1913 #53504  
0-6-0 21x28-57" 171,000  
New York Central (Michigan Central) #8823  
R97

8824 0-6-0

American Locomotive Company-Pittsburgh Works 1913 #53505  
0-6-0 21x28-57" 171,000  
New York Central (Michigan Central) #8824  
R97

8825 0-6-0

American Locomotive Company-Pittsburgh Works 1913 #53506  
0-6-0 21x28-57" 171,000  
New York Central (Michigan Central) #8825  
R97

8826 0-6-0

American Locomotive Company-Pittsburgh Works 1913 #53507  
0-6-0 21x28-57" 171,000  
New York Central (Michigan Central) #8826  
R97

8827 0-6-0

American Locomotive Company-Pittsburgh Works 1913 #53508  
0-6-0 21x28-57" 171,000  
New York Central (Michigan Central) #8827  
R97

8828 0-6-0

American Locomotive Company-Pittsburgh Works 1913 #53509  
0-6-0 21x28-57" 171,000  
New York Central (Michigan Central) #8828  
R97

8829 0-6-0

American Locomotive Company-Pittsburgh Works 1913 #53510  
0-6-0 21x28-57" 171,000  
New York Central (Michigan Central) #8829  
R97

8830 0-6-0

American Locomotive Company-Pittsburgh Works 1913 #53511  
0-6-0 21x28-57" 171,000  
New York Central (Michigan Central) #8830  
R97

8831 0-6-0

American Locomotive Company-Pittsburgh Works 1913 #53512  
0-6-0 21x28-57" 171,000  
New York Central (Michigan Central) #8831  
R97

8832 0-6-0

American Locomotive Company-Pittsburgh Works 1913 #53513  
0-6-0 21x28-57" 171,000  
New York Central (Michigan Central) #8832  
R97

8833 0-6-0

American Locomotive Company-Pittsburgh Works 1913 #53514  
0-6-0 21x28-57" 171,000  
New York Central (Michigan Central) #8833  
R97

8834 0-6-0

American Locomotive Company-Pittsburgh Works 1913 #53515  
0-6-0 21x28-57" 171,000  
New York Central (Michigan Central) #8834  
R97

9090 0-8-8-0

American Locomotive Company-Brooks Works 1916 #55679  
0-8-8-0 26/40x32-51" 463,000  
New York Central (Pittsburgh & Lake Erie) #9090  
R97

9091 0-8-8-0

American Locomotive Company-Brooks Works 1916 #55680  
0-8-8-0 26/40x32-51" 463,000  
New York Central (Pittsburgh & Lake Erie) #9091  
R97

9129 (1<sup>st</sup>) 0-6-0 B-104

McKees Rock Shop 00/1906 #55  
0-6-0  
P Mc K & Y #237  
00/1906 to New York Central (P McK & Y) B-104 #9129 (1<sup>st</sup>)  
April 1926 sold to General Equipment  
to Amer. Roll. Mill #7603  
BAX

9245 4-6-2 K-6a

American Locomotive Company 1925  
4-6-2  
New York Central K-6a #9245

9246 4-6-2 K-6a

American Locomotive Company 1925  
4-6-2  
New York Central K-6a #9246

9247 4-6-2 K-6a

American Locomotive Company 1925  
4-6-2  
New York Central K-6a #9247

9248 4-6-2 K-6a

American Locomotive Company 1925  
4-6-2  
New York Central K-6a #9248

9249 4-6-2 K-6a

American Locomotive Company 1925  
4-6-2  
New York Central K-6a #9249

9250 4-6-2 K-6b

American Locomotive Company 1926  
4-6-2  
New York Central K-6b #9250

9251 4-6-2 K-6b

American Locomotive Company 1926  
4-6-2  
New York Central K-6b #9251

9252 4-6-2 K-6b

American Locomotive Company 1926  
4-6-2  
New York Central K-6b #9252

9253 4-6-2 K-6b

American Locomotive Company 1926  
4-6-2  
New York Central K-6b #9253

9254 4-6-2 K-6b

American Locomotive Company 1926  
4-6-2  
New York Central K-6b #9254

9331 2-8-0 G-102d

American Locomotive Company June 1902 #25845  
2-8-0  
New York Central (Pittsburgh & Lake Erie) G-102d #9331  
CR1

9342 2-8-0 G-102d

American Locomotive Company February 1903 #26323

2-8-0

New York Central (Pittsburgh & Lake Erie) G-102d #9342  
CR1

9345 2-8-0 G-102d

American Locomotive Company February 1903 #26326

2-8-0

New York Central (Pittsburgh & Lake Erie) G-102d #9345  
CR1

9348 2-8-0 G-102d

American Locomotive Company February 1903 #26329

2-8-0

New York Central (Pittsburgh & Lake Erie) G-102d #9348  
CR1

9351 2-8-0 G-102d

American Locomotive Company July 1903 #27120

2-8-0

New York Central (Pittsburgh & Lake Erie) G-102d #9351  
CR1

9352 2-8-0 G-102d

American Locomotive Company July 1903 #27121

2-8-0

New York Central (Pittsburgh & Lake Erie) G-102d #9352  
CR1

9354 2-8-0 G-102d

American Locomotive Company July 1903 #27123

2-8-0

New York Central (Pittsburgh & Lake Erie) G-102d #9354  
CR1

9356 2-8-0 G-102d

American Locomotive Company July 1903 #27892

2-8-0

New York Central (Pittsburgh & Lake Erie) G-102d #9356  
CR1

9357 2-8-0 G-102d

American Locomotive Company July 1903 #27893

2-8-0

New York Central (Pittsburgh & Lake Erie) G-102d #9357  
CR1

9361 2-8-0 G-102d

American Locomotive Company September 1903 #28377

2-8-0

New York Central (Pittsburgh & Lake Erie) G-102d #9361  
CR1

9368 2-8-0 G-102d

American Locomotive Company September 1903 #28384

2-8-0

New York Central (Pittsburgh & Lake Erie) G-102d #9368  
CR1

9369 2-8-0 G-102d

American Locomotive Company October 1903 #28385

2-8-0

New York Central (Pittsburgh & Lake Erie) G-102d #9369  
CR1

9370 2-8-0 G-102d

American Locomotive Company October 1905 #28150

2-8-0

New York Central (Pittsburgh & Lake Erie) G-102d #9370  
CR1

9372 2-8-0 G-102d

American Locomotive Company October 1905 #28152

2-8-0

New York Central (Pittsburgh & Lake Erie) G-102d #9372  
CR1

9376 2-8-0 G-102d

American Locomotive Company June 1907 #42866

2-8-0

New York Central (Pittsburgh & Lake Erie) G-102d #9376  
CR1

9389 (1<sup>st</sup>) 2-8-0 G-103  
American Locomotive Company-Pittsburgh Works 1910 #47595  
2-8-0  
New York Central (Pittsburgh & Lake Erie) G-103 #9389 (1<sup>st</sup>)  
June 1928 to LE&E #9488  
BAX

9393 2-8-0 G-104  
June 1913 #9393  
2-8-0  
New York Central (Pittsburgh & Lake Erie) G-104 #9393  
CR1

9394 2-8-0 G-104  
June 1913 #9394  
2-8-0  
New York Central (Pittsburgh & Lake Erie) G-104 #9394  
CR1

9395 2-8-0 G-104  
July 1913 #9393  
2-8-0  
New York Central (Pittsburgh & Lake Erie) G-104 #9393  
CR1

9396 2-8-0 G-104  
July 1913 #9396  
2-8-0  
New York Central (Pittsburgh & Lake Erie) G-104 #9396  
CR1

9397 2-8-0 G-104  
July 1913 #9397  
2-8-0  
New York Central (Pittsburgh & Lake Erie) G-104 #9397  
CR1

9423 2-8-0 G-102d  
July 1907 #42869  
2-8-0  
New York Central (P McK & Y) G-102d #9423  
CR1

9489 (1<sup>st</sup>) 2-8-0 G-103  
American Locomotive Company-Pittsburgh Works 1910 #47598  
2-8-0  
Pittsburgh & Lake Erie #9392  
June 1928 to New York Central (LE&E) G-103 #9489 (1<sup>st</sup>)  
January 1938 retired from service  
November 1938 scrapped  
BAX

9500 2-8-2  
American Locomotive Company-Brooks Works 1916 #55646  
2-8-2 27x30-56" 322,000  
New York Central (Pittsburgh & Lake Erie) #9500  
R97

9501 2-8-2  
American Locomotive Company-Brooks Works 1916 #55647  
2-8-2 27x30-56" 322,000  
New York Central (Pittsburgh & Lake Erie) #9501  
R97

9502 2-8-2 H-8a  
American Locomotive Company-Brooks Works 1916 #55648  
2-8-2 27x30-56" 322,000  
New York Central (Pittsburgh & Lake Erie) H-8a #9502  
November 30, 1938 held awaiting sale or dismantling  
CR1, R97

9503 2-8-2 H-8a  
American Locomotive Company-Brooks Works 1916 #55649  
2-8-2 27x30-56" 322,000  
New York Central (Pittsburgh & Lake Erie) H-8a #9503  
November 30, 1938 held awaiting sale or dismantling  
CR1, R97

9504 2-8-2 H-8a  
American Locomotive Company-Brooks Works 1916 #55650  
2-8-2 27x30-56" 322,000  
New York Central (Pittsburgh & Lake Erie) H-8a #9504  
November 30, 1938 held awaiting sale or dismantling  
CR1, R97

9508 0-6-0 B-96a  
Baldwin 00/1902 #20568  
0-6-0  
#9508  
00/1914 to New York Central (New York Central) B-96a #9700 (1<sup>st</sup>)  
October 1925 retired from service  
sold  
BAX

9509 0-6-0 B-96a  
Baldwin 00/1902 #20569  
0-6-0  
#9509  
00/1914 to New York Central (New York Central) B-96a #9701 (1<sup>st</sup>)  
October 1925 retired from service  
sold  
BAX

9510 0-6-0  
Baldwin 00/1902 #20570  
0-6-0  
#9510  
00/1914 to New York Central (New York Central) B-96a #9702 (1<sup>st</sup>)  
October 1925 retired from service  
sold  
BAX

9519 2-8-2  
Baldwin 00/1919 #51509  
2-8-2  
New York Central (Pittsburgh & Lake Erie) H-9d #9519 (2<sup>nd</sup>)  
June 1948 retired from service  
December 1948 scrapped  
BAX

9540 0-8-0  
American Locomotive Company-Schenectady Works 1913 #54041  
0-8-0 25x30-58" 240,000  
New York Central (Toledo & Ohio Central) #9540  
R97

9541 0-8-0  
American Locomotive Company-Schenectady Works 1913 #54042  
0-8-0 25x30-58" 240,000  
New York Central (Toledo & Ohio Central) #9541  
R97

9542 0-8-0  
American Locomotive Company-Schenectady Works 1913 #54043  
0-8-0 25x30-58" 240,000  
New York Central (Toledo & Ohio Central) #9542  
R97

9548 (1<sup>st</sup>) 0-8-0 U-3a  
Lima 1920 #5916  
0-8-0  
K&M #553  
1924 to New York Central (New York Central) U-3a #9548 (1<sup>st</sup>)  
1936 to #7758  
BAX

9550 2-8-2 H-8a  
American Locomotive Company-Brooks Works 1916 #55651  
2-8-2 27x30-56" 322,000  
New York Central (P McK & Y) H-8a #9550  
November 30, 1938 held awaiting sale or dismantling  
CR1, R97

9550 (2<sup>nd</sup>) 0-8-0 U-3a  
Lima 1920 #5918  
0-8-0  
K&M #558  
1924 to New York Central (New York Central) U-3a #9550 (2<sup>nd</sup>)  
1936 to #7760  
BAX

9551 2-8-2 H-8a  
American Locomotive Company-Brooks Works 1916 #55652  
2-8-2 27x30-56" 322,000  
New York Central (P McK & Y) H-8a #9551  
November 30, 1938 held awaiting sale or dismantling  
CR1, R97

9552 2-8-2 H-8a  
American Locomotive Company-Brooks Works 1916 #55653  
2-8-2 27x30-56" 322,000  
New York Central (P McK & Y) H-8a #9552  
November 30, 1938 held awaiting sale or dismantling  
CR1, R97

9553 2-8-2 H-8a  
American Locomotive Company-Brooks Works 1916 #55654  
2-8-2 27x30-56" 322,000  
New York Central (P McK & Y) H-8a #9553  
November 30, 1938 held awaiting sale or dismantling  
CR1, R97

9554 2-8-2 H-8a  
American Locomotive Company-Brooks Works 1916 #55655  
2-8-2 27x30-56" 322,000  
New York Central (P McK & Y) H-8a #9554  
November 30, 1938 held awaiting sale or dismantling  
CR1, R97

9555 2-8-2 H-8b  
February 1917 #56778  
New York Central (P McK & Y) H-8b #8555  
CR1

9556 2-8-2 H-8b  
February 1917 #56779  
2-8-2  
New York Central (P McK & Y) H-8b #9556  
CR1

9557 2-8-2 H-8b  
February 1917 #56780  
2-8-2  
New York Central (P McK & Y) H-8b #9557  
CR1

9586 4-6-0  
Brooks 00/1893 #2358  
4-6-0  
New York Central #376  
00/1911 to New York Central (T&OC) F-95Aa #9686 (2<sup>nd</sup>)  
00/1916 to New York Central #9586  
BAX

9589 4-6-0  
Brooks 00/1892 #2121  
4-6-0  
New York Central #9680  
to New York Central F-95Aa #9689 (2<sup>nd</sup>)  
00/1916 to New York Central #9589  
BAX

9590 4-6-0  
Brooks 00/1894 #2438  
4-6-0  
New York Central #380  
00/1911 to New York Central (T&OC) F-95Aa #9690 (1<sup>st</sup>)  
00/1916 to New York Central #9590  
BAX

9591 4-6-0  
Brooks 00/1892 #2122  
4-6-0  
New York Central #9681  
ca. 1915 to New York Central (New York Central) F-95Aa #9691 (2<sup>nd</sup>)  
00/1916 to New York Central #9591  
BAX

9592 4-6-0  
Brooks 00/1894 #2440  
4-6-0  
New York Central #382  
00/1911 to New York Central (T&OC) F-95Aa #9692 (1<sup>st</sup>)  
to New York Central #9592  
BAX

9593 4-6-0  
Brooks 00/1892 #2124  
4-6-0  
New York Central #9683  
00/1912 to New York Central F-95Aa #9693 (2<sup>nd</sup>)  
00/1916 to New York Central #9593  
BAX

9594 4-6-0

Brooks 00/1894 #2442

4-6-0

New York Central #384

00/1911 to New York Central (T&OC) F-95Aa #9694 (1<sup>st</sup>)  
to New York Central #9594

BAX

9594 (2<sup>nd</sup>) 2-8-0 G-96c

American Locomotive Company-Brooks Works 1907 #43685  
2-8-0

K&M #527

1924 to New York Central (New York Central) G-96c #9594 (2<sup>nd</sup>)  
1936 to #914

BAX

9595 (1<sup>st</sup>) 2-8-0 G-96c

American Locomotive Company-Brooks Works 1907 #43686  
2-8-0

#9647

1924 to New York Central (New York Central) G-96c #9595 (1<sup>st</sup>)  
1936 to #915

BAX

9596 (1<sup>st</sup>) 2-8-0 G-96c

American Locomotive Company-Brooks Works 1907 #43687  
2-8-0

#9648

1924 to New York Central (New York Central) G-96c #9596 (1<sup>st</sup>)  
1936 to #916

BAX

9597 (1<sup>st</sup>) 2-8-0 G-96c

American Locomotive Company-Brooks Works 1907 #43688  
2-8-0

#9648

1924 to New York Central (New York Central) G-96c #9597 (1<sup>st</sup>)  
1936 to #917

BAX

9598 (1<sup>st</sup>) 2-8-0 G-96c

American Locomotive Company-Brooks Works 1907 #43689

2-8-0

#9650

1924 to New York Central (New York Central) G-96c #9598 (1<sup>st</sup>)  
1936 to #918

BAX

9599 (1<sup>st</sup>) 2-8-0 G-96c

American Locomotive Company-Brooks Works 1907 #43690  
2-8-0

#9651

1924 to New York Central (New York Central) G-96c #9599 (1<sup>st</sup>)  
1936 to #919

BAX

9647 (1<sup>st</sup>) 2-8-0 G-96c

American Locomotive Company-Brooks Works 1907 #43686  
2-8-0

Toledo & Ohio Central #347

1911 to New York Central (Toledo & Ohio Central) G-96c #9647 (1<sup>st</sup>)  
1924 to #9595

BAX

9648 (1<sup>st</sup>) 2-8-0 G-96c

American Locomotive Company-Brooks Works 1907 #43687  
2-8-0

Toledo & Ohio Central #348

1911 to New York Central (Toledo & Ohio Central) G-96c #9648 (1<sup>st</sup>)  
1924 to #9596

BAX

9649 (1<sup>st</sup>) 2-8-0 G-96c

American Locomotive Company-Brooks Works 1907 #43688  
2-8-0

Toledo & Ohio Central #349

1911 to New York Central (Toledo & Ohio Central) G-96c #9649 (1<sup>st</sup>)  
1924 to #9597

BAX



9650 (1<sup>st</sup>) 2-8-0 G-96c  
American Locomotive Company-Brooks Works 1907 #43689  
2-8-0  
Toledo & Ohio Central #350  
1911 to New York Central (Toledo & Ohio Central) G-96c #9650 (1<sup>st</sup>)  
1924 to #9598  
BAX

9651 (1<sup>st</sup>) 2-8-0 G-96c  
American Locomotive Company-Brooks Works 1907 #43690  
2-8-0  
Toledo & Ohio Central #351  
1911 to New York Central (Toledo & Ohio Central) G-96c #9651 (1<sup>st</sup>)  
1924 to #9599  
BAX

9652 (1<sup>st</sup>) 2-8-0 G-46e  
American Locomotive Company-Schenectady Works 1912 #51219  
2-8-0  
New York Central (Toledo & Ohio Central) G-46e #9652 (1<sup>st</sup>)  
1936 to #1112  
BAX

9653 (1<sup>st</sup>) 2-8-0 G-46e  
American Locomotive Company-Schenectady Works 1912 #51220  
2-8-0  
New York Central (Toledo & Ohio Central) G-46e #9653 (1<sup>st</sup>)  
1936 to #1113  
BAX

9654 (1<sup>st</sup>) 2-8-0 G-46e  
American Locomotive Company-Schenectady Works 1912 #51221  
2-8-0  
New York Central (Toledo & Ohio Central) G-46e #9654 (1<sup>st</sup>)  
1936 to #1114  
BAX

9655 (1<sup>st</sup>) 2-8-0 G-46e  
American Locomotive Company-Schenectady Works 1912 #51222  
2-8-0 equipped with tender booster  
New York Central (Toledo & Ohio Central) G-46e #9655 (1<sup>st</sup>)  
1936 to #1115  
BAX

9656 (1<sup>st</sup>) 2-8-0 G-46e  
American Locomotive Company-Schenectady Works 1912 #51223  
2-8-0  
New York Central (Toledo & Ohio Central) G-46e #9656 (1<sup>st</sup>)  
1936 to #1116  
BAX

9657 (1<sup>st</sup>) 2-8-0 G-46e  
American Locomotive Company-Schenectady Works 1912 #51224  
2-8-0  
New York Central (Toledo & Ohio Central) G-46e #9657 (1<sup>st</sup>)  
June 1929 scrapped  
BAX

9658 (1<sup>st</sup>) 2-8-0 G-46e  
American Locomotive Company-Schenectady Works 1912 #51225  
2-8-0  
New York Central (Toledo & Ohio Central) G-46e #9658 (1<sup>st</sup>)  
1936 to #1118  
BAX

9659 (1<sup>st</sup>) 2-8-0 G-46e  
American Locomotive Company-Schenectady Works 1912 #51226  
2-8-0  
New York Central (Toledo & Ohio Central) G-46e #9659 (1<sup>st</sup>)  
1936 to #1119  
BAX

9660 (1<sup>st</sup>) 2-8-0 G-46e  
American Locomotive Company-Schenectady Works 1912 #51227  
2-8-0  
New York Central (Toledo & Ohio Central) G-46e #9660 (1<sup>st</sup>)  
1936 to #1120  
BAX

9661 (1<sup>st</sup>) 2-8-0 G-46e  
American Locomotive Company-Schenectady Works 1912 #51228  
2-8-0  
New York Central (Toledo & Ohio Central) G-46e #9661 (1<sup>st</sup>)  
1936 to #1121  
BAX

9662 (1<sup>st</sup>) 2-8-0 G-46d  
American Locomotive Company-Brooks Works 1909 #46343  
2-8-0  
Lake Shore & Michigan Southern #5577  
December 1915 to New York Central (Toledo & Ohio Central) G-46d  
#9662 (1<sup>st</sup>)  
April 1929 retired from service  
BAX

9663 (1<sup>st</sup>) 2-8-0 G-46d  
American Locomotive Company-Brooks Works 1909 #46347  
2-8-0  
Lake Shore & Michigan Southern #5581  
December 1915 to New York Central (Toledo & Ohio Central) G-46d  
#9663 (1<sup>st</sup>)  
May 1932 retired from service  
BAX

9664 (1<sup>st</sup>) 2-8-0 G-46d  
American Locomotive Company-Brooks Works 1909 #46349  
2-8-0  
Lake Shore & Michigan Southern #5583  
December 1915 to New York Central (Toledo & Ohio Central) G-46d  
#9664 (1<sup>st</sup>)  
September 1932 retired from service  
BAX

9665 (1<sup>st</sup>) 2-8-0 G-46d  
American Locomotive Company-Brooks Works 1909 #46350  
2-8-0  
Lake Shore & Michigan Southern #5584  
December 1915 to New York Central (Toledo & Ohio Central) G-46d  
#9665 (1<sup>st</sup>)  
June 1932 retired from service  
BAX

9666 (1<sup>st</sup>) 2-8-0 G-46d  
American Locomotive Company-Brooks Works 1909 #46351  
2-8-0  
Lake Shore & Michigan Southern #5585  
December 1915 to New York Central (Toledo & Ohio Central) G-46d  
#9666 (1<sup>st</sup>)  
July 1932 retired from service  
BAX

9667 (1<sup>st</sup>) 2-8-0 G-46d  
American Locomotive Company-Brooks Works 1909 #46352  
2-8-0  
Lake Shore & Michigan Southern #5586  
December 1915 to New York Central (Toledo & Ohio Central) G-46d  
#9667 (1<sup>st</sup>)  
April 1929 retired from service  
BAX

9668 (1<sup>st</sup>) 2-8-0 G-46d  
American Locomotive Company-Brooks Works 1909 #46353  
2-8-0  
Lake Shore & Michigan Southern #5587  
December 1915 to New York Central (Toledo & Ohio Central) G-46d  
#9668 (1<sup>st</sup>)  
April 1933 retired from service  
BAX

9669 (1<sup>st</sup>) 2-8-0 G-46d  
American Locomotive Company-Brooks Works 1909 #46354  
2-8-0  
Lake Shore & Michigan Southern #5588  
December 1915 to New York Central (Toledo & Ohio Central) G-46d  
#9669 (1<sup>st</sup>)  
April 1932 retired from service  
BAX

9670 (1<sup>st</sup>) 2-8-0 G-46d  
American Locomotive Company-Brooks Works 1909 #46355  
2-8-0  
Lake Shore & Michigan Southern #5589  
December 1915 to New York Central (Toledo & Ohio Central) G-46d  
#9670 (1<sup>st</sup>)  
April 1932 retired from service  
BAX

9671 (1<sup>st</sup>) 2-8-0 G-46d  
American Locomotive Company-Brooks Works 1909 #46356  
2-8-0  
Lake Shore & Michigan Southern #5590  
December 1915 to New York Central (Toledo & Ohio Central) G-46d  
#9671 (1<sup>st</sup>)  
June 1932 retired from service  
BAX

9672 (1<sup>st</sup>) 2-8-0 G-46d  
American Locomotive Company-Brooks Works 1909 #46357  
2-8-0  
Lake Shore & Michigan Southern #5591  
December 1915 to New York Central (Toledo & Ohio Central) G-46d  
#9672 (1<sup>st</sup>)  
May 1929 retired from service  
BAX

9673 (1<sup>st</sup>) 2-8-0 G-46d  
American Locomotive Company-Brooks Works 1909 #46358  
2-8-0  
#5592  
December 1915 to New York Central (Toledo & Ohio Central) G-46d  
#9673 (1<sup>st</sup>)  
June 1929 retired from service  
BAX

9680 (1<sup>st</sup>) 4-6-0 F-95Aa  
Brooks 00/1892 #2121  
4-6-0  
T&OC #370  
00/1911 to New York Central (T&OC) F-95Aa #9680 (1<sup>st</sup>)  
to New York Central F-95Aa #9689 (2<sup>nd</sup>)  
00/1916 to New York Central #9589  
BAX

9681 (1<sup>st</sup>) 4-6-0 F-95Aa  
Brooks 00/1892 #2122  
4-6-0  
T&OC #371  
00/1911 to New York Central (T&OC) F-95Aa #9681 (1<sup>st</sup>)  
ca. 1915 to New York Central (New York Central) F-95Aa #9691 (2<sup>nd</sup>)  
00/1916 to #9591  
BAX

9682 (2<sup>nd</sup>) 4-6-0 F-95Aa  
Brooks 00/1892 #2123  
4-6-0  
T&OC #372  
00/1911 to New York Central (T&OC) F-95Aa #9682 (2<sup>nd</sup>)  
November 1915 scrapped  
BAX

9683 (2<sup>nd</sup>) 4-6-0 F-95Aa  
Brooks 00/1892 #2124  
4-6-0  
T&OC #373  
00/1911 to New York Central (T&OC) F-95Aa #9683 (2<sup>nd</sup>)  
00/1916 to New York Central F-95Aa #9693 (2<sup>nd</sup>)  
00/1916 to New York Central #9593  
BAX

9684 (2<sup>nd</sup>) 4-6-0 F-95Aa  
Brooks 00/1892 #2125  
4-6-0  
#67  
00/1911 to New York Central (T&OC) F-95Aa #9684 (2<sup>nd</sup>)  
November 1915 scrapped  
BAX

9685 (2<sup>nd</sup>) 4-6-0 F-95Aa  
Brooks 00/1893 #2357

4-6-0

#375

00/1911 to New York Central F-95Aa #9685 (2<sup>nd</sup>)

December 1915 scrapped

BAX

9686 (2<sup>nd</sup>) 4-6-0 F-95Aa

Brooks 00/1893 #2358

4-6-0

#376

00/1911 to New York Central (T&OC) F-95Aa #9686 (2<sup>nd</sup>)

00/1916 to #9586

BAX

9688 (1<sup>st</sup>) 4-6-0

Brooks 00/1893 #2360

4-6-0

#378

00/1911 to New York Central (T&OC) #9688 (1<sup>st</sup>)

September 1915 scrapped

BAX

9689 (1<sup>st</sup>) 4-6-0 F-95Aa

Brooks 00/1893 #2361

4-6-0

#379

00/1911 to New York Central (T&OC) F-95Aa #9689 (1<sup>st</sup>)

November 1915 scrapped

BAX

9689 (2<sup>nd</sup>) 4-6-0 F-95Aa

Brooks 00/1892 #2121

4-6-0

T&OC #370

00/1911 to New York Central (T&OC) F-95Aa #9680 (1<sup>st</sup>)

to New York Central F-95Aa #9689 (2<sup>nd</sup>)

00/1916 to #9589

BAX

9690 (1<sup>st</sup>) 4-6-0 F-95Aa

Brooks 00/1894 #2438

4-6-0

#380

00/1911 to New York Central (T&OC) F-95Aa #9690 (1<sup>st</sup>)

00/1916 to #9590

BAX

9691 (1<sup>st</sup>) 4-6-0 F-95Aa

Brooks 00/1894 #2439

4-6-0

#381

00/1911 to New York Central (T&OC) F-95Aa #9691 (1<sup>st</sup>)

November 1915 scrapped

BAX

9691 (2<sup>nd</sup>) 4-6-0 F-95Aa

Brooks 00/1892 #2122

4-6-0

T&OC #371

00/1911 to New York Central (T&OC) F-95Aa #9681 (1<sup>st</sup>)

ca. 1915 to New York Central (New York Central) F-95Aa #9691 (2<sup>nd</sup>)

00/1916 to #9591

BAX

9692 (1<sup>st</sup>) 4-6-0 F-95Aa

Brooks 00/1894 #2440

4-6-0

#382

00/1911 to New York Central (T&OC) F-95Aa #9692 (1<sup>st</sup>)

to #9592

BAX

9693 (1<sup>st</sup>) 4-6-0 F-95Aa

Brooks 00/1894 #2441

4-6-0

#383

00/1911 to New York Central (T&OC) F-95Aa #9693 (1<sup>st</sup>)

December 1915 scrapped

BAX

9693 (2<sup>nd</sup>) 4-6-0 F-95Aa  
Brooks 00/1892 #2124  
4-6-0  
T&OC #373  
00/1911 to New York Central (T&OC) F-95Aa #9683 (2<sup>nd</sup>)  
00/1916 to New York Central F-95Aa #9693 (2<sup>nd</sup>)  
00/1916 to #9593  
BAX

9694 (1<sup>st</sup>) 4-6-0 F-95Aa  
Brooks 00/1894 #2442  
4-6-0  
#384  
00/1911 to New York Central (T&OC) F-95Aa #9694 (1<sup>st</sup>)  
to #9594  
BAX

9699 (1<sup>st</sup>) 4-6-0 F-96a  
Brooks 00/1898 #3009  
4-6-0  
T&OC #394  
00/1911 to New York Central (T&OC) F-96a #9699 (1<sup>st</sup>)  
00/1918 retired from service  
BAX

9700 (1<sup>st</sup>) 0-6-0  
Baldwin 00/1902 #20568  
0-6-0  
#9508  
00/1914 to New York Central (New York Central) B-96a #9700 (1<sup>st</sup>)  
October 1925 retired from service  
sold  
BAX

9701 (1<sup>st</sup>) 0-6-0  
Baldwin 00/1902 #20569  
0-6-0  
#9509  
00/1914 to New York Central (New York Central) B-96a #9701 (1<sup>st</sup>)  
October 1925 retired from service  
sold  
BAX

9702 (1<sup>st</sup>) 0-6-0  
Baldwin 00/1902 #20570  
0-6-0  
#9510  
00/1914 to New York Central (New York Central) B-96a #9702 (1<sup>st</sup>)  
October 1925 retired from service  
sold  
BAX

References:  
AAT  
AJE  
ATX  
BAX  
R188

If you should find value in this information, please share it!

Monetary donations accepted and appreciated. Check or money order may be sent to:

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